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Thursday, May 17, 1962
Vaisakha 27, 1884 (Saka)

LOK SABHA DEBATES

Third Series

Volume III, 1962/1884 (Saka)

[*May 12 to 25, 1962/Vaisakha 22 to Jyaistha 4, 1844 (Saka)*]

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LOK SABHA SECRETARIAT
NEW DELHI

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GMGIPND—LS II—718 (Ai) LS—8-6-62—900.

LOK SABHA

Thursday, the 17th May, 1962/27th Vaisakha, 1884 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Cement Boats

*790. **Shri Raghunath Singh:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government are aware of the fact that Cement boats with a loading capacity of tens of thousands of tons of cargo propelled by engines or sails are successfully plying since 1958 in Hongkong, Shanghai and other places in China; and

(b) if so, whether there is a proposal to introduce in India such a type of boats which are economical?

The Ministry of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No Sir

(b) Does not arise.

श्री रघुनाथ सिंह : इस प्रकार की सिमेंट की नावों का हांगकांग में प्रयोग हो रहा है। ये नावें सस्ती हैं और अच्छी भी चलती हैं। मैं जानना चाहता हूं कि भारतवर्ष के पास अच्छी नावें चूंकि नहीं हैं तो क्यों नहीं इनका उपयोग किया जाता है ?

श्री त्यागी : हम कागज की नावों से काम लेंगे ।

श्री राज बहादुर : जैसा कि उत्तर में मैं ने निवेदन किया है कोई निश्चित सूचना नहीं मिली है। किन्तु हमारी जो कमिशन है हांगकांग में उसके द्वारा हमें यह पता चला है कि न्यू चाइना न्यूज एजेंसी ने ३० अप्रैल को कुछ ऐसी खबर छापी थी। ये नावें जो हैं, ये सिमेंट की बनी हैं, ये चल सकेंगी या नहीं चल सकेंगी ये पत्थर की नावें हैं या कागज की नावें तो नहीं हैं। इसके बारे में कुछ पता नहीं है ।

श्री रघुनाथ सिंह : मैं बताना चाहता हूं कि १९५८ से, आज जब करीब चार बरस से इन नावों का उपयोग वहां पर हो रहा है। ये सिमेंट की नावें हैं। क्या यह अच्छा नहीं होगा कि इनको वहां जा कर देख लिया जाये और इस प्रकार की कोई योजना यहां भी बनाई जाये ?

अध्यक्ष महोदय : माननीय सदस्य ने क्या इनको देखा है ?

श्री रघुनाथ सिंह : जी नहीं ।

अध्यक्ष महोदय : माननीय सदस्य पहले देख आयें फिर उनको कहें ।

श्री हेडा : मैं जानना चाहता हूं कि न्यू चाइना न्यूज एजेंसी की जो यह खबर छपी थी, यह क्या ३० अप्रैल को छपी थी या पहली अप्रैल को ?

अध्यक्ष महोदय : अब इसका जवाब मिनिस्टर साहब क्या देंगे ?

Teller System in Postal Savings

*791. **Shri S. C. Samanta:**
Shri Subodh Hansda:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether "Teller System" for Savings Bank Depositors introduced

in New Delhi Post Office has proved successful; and

(b) It has now been decided to introduced in all the Post Offices in future?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) The facility has not been availed of by depositors.

(b) It has now been decided to introduce it for all depositors instead of leaving it to their choice. The success or otherwise can be judged only six months after making it compulsory.

Shri Subodh Hansda: In how many post-offices has this system been put to trial?

Shri Bhagavati: It was introduced in New Delhi Head post-office first.

Shri Subodh Hansda: As this system is very convenient to the depositors and the dealing staff, may I know whether it is not possible to introduce it in all the post-offices of the country?

Shri Bhagavati: It has been decided to introduce this system for all. Previously, only to those who applied and those who made a declaration was this system applicable. It has been seen that this system was not popular with many depositors, and so, it has been decided to introduce this system for all compulsorily.

Shrimati Savitri Nigam: May I know if the reason for the unpopularity of this scheme is the lack of publicity?

Shri Bhagavati: One reason is that many do not know the existence of this system. The other reason may be that they have to make a declaration. The previous system of writing up of pass book, ledger etc. in front of the depositor at the counter has been dispensed with. So, the depositor has to make declaration that he accepts the statement of account made in the ledger without his presence at the counter.

दिल्ली-लन्दन बस सेवा

+

*७९४. { श्री भक्त दर्शन :
श्री इ० मधुसूदन राव :

क्या **परिवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली और लन्दन के मध्य सीधी बस-सर्विस चालू करने के कुछ प्रस्तावों पर कुछ समय से विचार किया जाता रहा है; और

(ख) यदि हां, तो उस के बारे में अब तक क्या प्रगति हुई ?

परिवहन तथा संचार मंत्रालय में नौवहन मंत्री (श्री राज बहादुर) : (क) और (ख). दिल्ली और लन्दन के बीच बस सर्विस चलाने के लिए कुछ पार्टियों से आवेदन पत्र प्राप्त हुए हैं। लेकिन इस विषय में उस समय तक कोई निर्णय लेना सम्भव नहीं जब तक कि भारत सरकार एवं इस मार्ग में पड़ने वाले देशों के अन्तर्गत पारस्परिक समझौते न हो जांय। इस प्रकाश के समझौते पर लागू किये जाने वाले नियमों को अन्तिम रूप दिये जाने के बाद इस विषय में आगे कार्यवाही की जायगी ।

I shall also read the answer in English.

(a) and (b). Requests have been received from a few parties for the operation of bus service between Delhi and London. But it is not possible to take any decision in the matter until the Government of India enter into reciprocal agreements with the countries on the route involved. The matter will be processed further after the rules governing such agreements are finalised.

श्री भक्त दर्शन : श्रीमन्, इस प्रश्न पर लगभग दो वर्षों से विचार हो रहा है । मैं

जानना चाहता हूं कि इस के नियम कब तक पूरी तरह से बन जायेंगे ।

श्री राज बहादुर : जैसा कहा गया, नियम विचाराधीन हैं, किन्तु प्रमुख बात यह है कि जिन देशों से हो कर ऐसी बस सर्विस चालू की जानी हो उन से हमारे पारस्परिक समझौते होने चाहियें ।

श्री भक्त दर्शन: श्रीमन्, क्या किसी देश ने अभीप्तक अपनी सहमति इस बारे में प्रकट की है ?

श्री राज बहादुर : इन सर्विसों का या बाईलेटरल पैक्ट्स या बाईलेटरल ऐग्रिमेन्ट्स अर्थात् तुतरफा मुआहिदे होते हैं उन पर आधार होता है । किन्तु उन का आधार भी एक कनवेंशन है "इंटरनेशनल कनवेंशन आन रोड ट्रैफिक", २६ जनवरी १९४९ का, जिस को हमारी सरकार ने ८-४-६२ को ही रैटिफाई किया है । उस के अन्तगत इस में कार्रवाई होगी ।

श्री प्रकाश वीर शास्त्री : क्या मैं जान सकता हूं कि किन्हीं अन्य देशों में भी इस प्रकार की बस सेवायें जारी हुई हैं ? यदि हां, तो क्या भारत सरकार उन के अनुभवों से भी कुछ लाभ उठाना चाहती है ?

श्री राज बहादुर : अगर अन्य देशों के मतलब योरप से है तो योरप में तो एक देश से दूसरे देश में अनेक बस सेवायें चलती हैं ।

डा० गोविन्द दास : अभी भारतवर्ष से लन्दन जाने के लिये पानी के जहाज हैं । तो इस बस सर्विस से क्या लाभ होगा ? क्या इस में कुछ किराया कम पड़ेगा लोगों को या कम समय लगेगा ?

श्री राज बहादुर : कुछ बातों का अन्तर तो है ही । वह समुद्र की यात्रा है, यह पृथ्वी की यात्रा है । लोग कुछ अधिक सैर कर सकेंगे और कुछ किराया सस्ता भी हो जायेगा ।

Shri D. C. Sharma: May I know if the Ministry is making use of the services of Indian Embassies in those countries with whom we want to conclude these agreements?

Shri Raj Bahadur: I think we ought not to make too much of a hurry in this matter. We have to wait for the bilateral agreements and for the real demand to crop up before we undertake these services.

Shri Prabhat Kar: May I know whether they have indicated to the Government exactly what is the approximate fare from India to London?

Shri Raj Bahadur: I am speaking on the basis of the fare charged by a firm known as Messrs Garrow Fisher Tours (Kingston) Limited. They brought on an *ad hoc* basis a bus known as the 'Indiaman' and they charged from London to Bombay £93-10-0 per head and from Bombay to London £100 per head.

Shri Indrajit Gupta: May I know whether among these parties who have made applications to the Government there are any non-Indians or all of them are Indians?

Shri Raj Bahadur: So far as I know, they are all Indians—Messrs. Sheikh Manoo and Brothers, Shri M. L. Puri, Shri Trilokendra Singh, Messrs Aziz Brothers and Shri Upendra Dwivedi.

श्री त्यागी : श्रीमन्, मैं यह दर्याफ्त करना चाहता हूं कि इस स्कीम को चलाने का क्या कारण है ? क्या गवर्नमेंट के पास रुपया फालतू है या बसेज फालतू हैं या कि मुसाफिर बहुत ज्यादा हैं या प्लैनिंग की डिमान्ड है ? क्यों आखिरकार यह स्कीम सोची जा रही है ?

श्री राज बहादुर:गवर्नमेंट स्वयं इस स्कीम को बिल्कुल नहीं सोच रही है ।

अध्यक्ष महोदय : यह तो दूसरी पार्टीज ने कहा है, गवर्नमेंट नहीं सोच रही है ।

Powder Milk Supply in Tribal Areas

*795. **Shri Rishang Keishing:** Will the Minister of **Health** be pleased to state:

(a) whether Government are aware of the acute shortage of milk in the tribal areas of Manipur, Assam, Naga-land and NEFA;

(b) whether Government are making special arrangements to obtain milk powder out of the gift of UNICEF for free distribution amongst the school going children of the areas; and

(b) whether any long term scheme will be drawn up to solve the shortage of milk in these areas?

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): (a) to (c). The information is being collected and will be laid on the Table of the Sabha in due course.

Shri Rishang Keishing: May I know whether the Central Government has advised the State Governments to prepare such schemes and submit them to the Central Government for consideration?

Dr. D. S. Raju: I could not follow the question.

Mr. Speaker: Nor could I. The hon. Member should put the question more loudly; he comes from an area which is very lively.

Shri Rishang Keishing: I wish to enquire whether any of the State Governments has prepared and submitted a scheme for getting milk powder from the Centre for the tribal school-going children and whether the Central Government has taken any action in regard to that?

Dr. D. S. Raju: Some milk powder has been supplied to some of the areas.

Mr. Speaker: The hon. Member's question was whether the State Government has prepared any schemes and whether the Government has taken any action on any of those schemes.

Dr. D. S. Raju: No, Sir.

श्री प्रकाश वीर शास्त्री : क्या मैं यह जान सकता हूं कि सरकार के पास कुछ ऐसी सूचनाएं प्राप्त हुई हैं कि इस प्रकार का मिल्क पाउडर आदिवासी क्षेत्र में बांट करके कुछ ईसाई धर्म प्रचारक वहां के लोगों का बलात् धर्म परिवर्तन करने का प्रयत्न करते हैं ? यदि हां, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

डा० सुशीला नायर : यह तो सवाल ही नहीं उठता क्योंकि नेफा और नागा लैंड के इलाकों में मिल्क पाउडर बांटने का कोई आयोजन नहीं किया गया है, लेकिन राज्य सरकार ने और केन्द्रीय सरकार ने मिल कर एक योजना बनायी है कि वहां दूध का उत्पादन बढ़ सके, और इससे काफी दूध का उत्पादन बढ़ा भी है ।

Shri Rishang Keishing: May I enquire whether the State Government of Manipur has ever approached the Central Government for sanction of more milk powder and to undertake such schemes in the tribal areas of Manipur?

Dr. Sushila Nayar: There is no such proposal at the present moment, and no such proposal has been received by us nor it is being initiated by the Central Government.

Shri Hem Barua: In view of the fact that the Indo-Mongoloid people who inhabit NEFA and Naga land are not particularly fond of milk, may I know whether it is true that often the milk powder that is to be distributed amongst them is not distributed properly and rather it evaporates into the blackmarket?

Mr. Speaker: The sponsor of the question says that there is need for it, whereas the hon. Member says that they do not need it.

Shri Hem Barua: My point is that the milk does not reach them.

Dr. Sushila Nayar: The question does not arise, since the scheme for distribution of milk powder in these areas has not been taken up. The scheme is to improve the cattle breed, to have goshalas, to have dairy development and a number of such schemes to increase the production of milk.

श्री भक्त दर्शन : माननीय शास्त्री जी के प्रश्न का उत्तर नहीं दिया गया । उनका प्रश्न यह था कि वहां मिल्क पाउडर बांटने के साथ साथ क्या . . . .

अध्यक्ष महोदय : वह सवाल ही पैदा नहीं होता ।

श्री क० ना० तिवारी : केन्द्रीय सरकार ने वहां दूध का उत्पादन बढ़ाने के लिए कौन कौन से काम किये हैं ?

अध्यक्ष महोदय : यह तो कह दिया उन्होंने ।

Shrimati Savitri Nigam: May I know whether a survey was made by the school of social welfare in the tribal areas and the result was that amongst the tribal children it has been found that they are under-nourished and diseases of malnutrition are very much prevalent; if so, if the answer is in the affirmative, what steps are being taken by the Health Ministry?

Dr. Sushila Nayar: No survey is necessary to indicate that quite a number of children in many areas including the tribal areas are under-nourished, and I have already narrated that we are trying to improve the nutrition in various ways. One of the most important ways is to increase milk production so that the children can have more milk. I have a whole list of schemes and I will be glad to supply it to any hon. Member who wishes to have full information.

Fishermen of West Coast

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*797 **Shri A. K. Gopalan:**
Shri Imbichibava:
Shri Vasudevan Nair:
Shri Kappen:
Shri Koya:
Shri Warior:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it has come to the notice of Government that the fishermen on the West Coast are going without work for the last few months due to non-availability of fish; and

(b) the steps taken to give relief to the fishermen?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) There is scarcity of fish on the West Coast along the States of Kerala, Mysore and Maharashtra, but there is no such scarcity so far as the Gujarat State is concerned.

(b) A statement showing the steps taken by the Governments of Kerala, Mysore and Maharashtra to give relief to the fishermen is laid on the Table of the House. [*See* Appendix II, annexure No. 57].

Shri A. K. Gopalan: In the answer it is stated that there is no scarcity of catch of fish as far as Kerala is concerned. May I know whether in the discussion in the Assembly the Minister said that there was scarcity and they were trying to give some relief to those people? A survey was also conducted to see what was the cause of this scarcity in the west coast areas.

Shri Shinde: The Government of India has no information about the discussion in the Assembly. We have not so far received the papers concerned.

Shri A. K. Gopalan: May I know whether any survey was conducted

lately to find out the reasons for the scarcity of fish in the coastal areas?

Shri Shinde: A survey was conducted recently which revealed that during the last few years there was a lot of fluctuations in the abundance and scarcity of fish. It has not been possible so far to locate the exact reasons for the scarcity and abundance of fish.

Shri Imbichibava asked a question in Malayalam.

Shri Warior: May I translate it for the benefit of the House?

Mr. Speaker: Yes.

Shri Warior: The question of my hon. friend is: "In the statement it is said that some assistance is given for thatching houses of fishermen. May I know whether giving Rs. 20 or Rs. 30 per family as assistance is enough for thatching hutments when the cost of thatching leaf is about Rs. 100 per thousand."

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): This amount is given by way of gratuitous payment. For thatching purposes this amount might be sufficient as these are small huts.

Mr. Speaker: Shri Gopalan.

Shri Imbichibava spoke in Malayalam.

Mr. Speaker: Order, order.

Shri Imbichibava resumed his seat

Mr. Speaker: I am glad that he responds to my calling him to order. Shri Gopalan.

Shri A. K. Gopalan: It is mentioned in the statement that the Government of Kerala ordered the free supply of rations to deserving fishermen. Who is the authority that decides who are deserving fishermen? May I know how many persons have been given cash doles for thatching houses and free rations?

Shri A. M. Thomas: This is a matter which has to be handled by the State Government. So far as we are aware, the State Government is distributing free one Edangazhi of rice per family for one week and also 4 pounds of tapioca for every family per week. There is also other assistance for meeting thatching expenses. Also, some roads are constructed in the coastal areas which would give work to those fishermen who have been affected by this.

Shri Hem Barua: On a point of order. When a particular question is put in a particular language which had to be translated into English for giving a reply, when the reply is given in English, should it also not be translated in that particular language?

Mr. Speaker: The difficulty is that the hon. Member who put that question did not require the translation of the reply into that particular language. He was satisfied because probably his neighbour had explained to him what the answer was. Therefore, there was no necessity for that. I hope hon. Members who are sitting near such hon. Members who cannot understand English would help them by translating it into their language so that there would be no occasion or necessity to spend so much time of the House in translating replies every time.

Shri Warior: I beg to submit that I did translate for his benefit the reply given by the Minister.

Mr. Speaker: I am thankul to him.

Shri Warior: Now I will put my question. May I know whether the Kerala Government or any of the State Governments mentioned in the statement had approached the Central Government for financial help in this matter?

Shri Shinde: No, none of the State Governments has approached the Central Government for any financial assistance.

Shri Thirumala Rao: May I know whether the State or Central Government has conducted any investigation in regard to the scarcity of fish and, if so, with what results?

Shri Shinde: As I have already submitted, though some enquiries have been conducted, no reasons have so far been found for the scarcity of fish

Shri Koya: May I know whether there is any scheme for giving alternative employment to the fishermen during the non-catching period?

Shri A. M. Thomas: In the very same statement it has been mentioned:

> "The State Government has also taken on hand the construction of roads in coastal areas to give relief to unemployed fishmen."

Shri A. K. Gopalan: Regarding Maharashtra State the statement says:

> "The question of granting loans on liberal terms to the scarcity stricken fishermen of Ratnagiri is under consideration of the State Government."

May I know whether this consideration of giving relief to scarcity stricken fishermen will take six months or one year?

Shri A. M. Thomas: We asked the State Government about the position and the State Government has replied that the question is under the consideration of the State Government

Ayurvedic Chairs in Medical Colleges

***798. Shri A. T. Sarma:** Will the Minister of **Health** be pleased to state:

(a) whether Ayurvedic chairs have been established in medical (Allopathic) Colleges during the last two years;

(b) if so, the details of such chairs; and

(c) the progress that has been made upto now since their establishment?

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): (a) to (c). No, Sir. The whole question is still under correspondence with the State Governments.

Mr. Speaker: Next question.

Dr. Govind Das *rose—*

Shri A. T. Sarma: May I know whether there is a proposal. . . .

Mr. Speaker: Shri Sarma has got up too late. I had even passed on to the next question.

डा० गोविन्द दास : क्या इस सम्बन्ध में . . . .

Shri D. C. Sharma *rose—*

Mr. Speaker: What is it that Shri D. C. Sharma wants to say?

Shri D. C. Sharma: I wish to say that you should be tender to the Sharmas.

Shri Raghunath Singh: Including him.

डा० गोविन्द दास : क्या इस सम्बन्ध में किन्हीं राज्य सरकारों से किसी प्रकार के प्रस्ताव आये हैं और क्या किसी भी मेडिकल कालेज में अब तक आयुर्वेद का कोई विभाग खोला गया है ?

Dr. D. S. Raju: The Government of India is very anxious and desirous to establish ayurvedic colleges. They have communicated their desire to the State Governments. The Central Council of Health which met in Hyderabad some days ago have made some recommendations to the State Governments. They have recommended that a very highstanding professor of Ayurveda should be appointed for teaching Ayurveda in Government Medical Colleges and a few beds should be set apart for the teaching and training of Ayurveda. So, they are doing their best to initiate and encourage research in Ayurveda and to establish these professorships. But the reactions of the State Governments have not been received as yet.

Shri A. T. Sarma: May I know whether such a scheme was approved by the Medical Council?

The Minister of Health (Dr. Sushila Nayar): Yes, Sir; the scheme was approved by the Central Health Council as well as by the Central Council of Ayurvedic Research. As the hon. Deputy Minister has said, the replies of the State Governments are awaited. Only Orissa has sent an interim reply so far.

Shri Hanumanthaiya: Is the Government aware that it is very anomalous to make a combination of ayurvedic and allopathic medicines in the same institution and that ayurvedic opinion generally is against such combination because Ayurveda is sniffed at by allopathy.

Dr. Sushila Nayar: It is not correct. There is no desire on the part of anybody to mix up Ayurveda. What is proposed is to have one extra professor of Ayurveda on the same scale and in the same grade as the other professors in the medical colleges. The functions of this professor will be, firstly, to give a series of lectures to the undergraduates which will be optional and, secondly, to give a series of lectures to the interns and postgraduates. For that certain scholarships are also offered as an incentive.

Mr. Speaker: Next question.

Shri A. T. Sarma: May I know whether any Course. . . .

Mr. Speaker: He makes up his mind too late. When I look towards him he does not stand up and when I am looking towards the other side he stands up. Next question.

Elections to Panchayats

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*799. { **Shri M. K. Kumaran:** **Shri P. R. Chakraverti:**

Will the Minister of **Community Development, Panchayati Raj and Co-operation** be pleased to state:

(a) whether Government have any proposal to keep out political contests from elections to Panchayats; and

(b) if so, at what stage it is?

The Deputy Minister in the Ministry of Community Development, Panchayati Raj and Co-operation (Shri B. S. Murthy): (a) No, Sir.

(b) Does not arise.

Shri M. K. Kumaran: May I know whether the Government are aware that there is a very strong public opinion in the country that political factions and groupings should be avoided in Panchayat elections as also in the working of the Panchayati Raj institutions; if so, may I know whether the Government propose to take any steps to translate this public opinion into action?

Shri B. S. Murthy: Government is aware that a very strong opinion is there but it is not an effective opinion..... (*Interruption*).

Shri Warior: What is the definition of effective and ineffective?

Mr. Speaker: It would be very difficult for hon. Members and for myself also to distinguish between strong and effective.

Shri B. S. Murthy: I was to say that many persons like Shri Jaya Prakash Narayan, have been carrying on a campaign that at the village level there should be no parties to compete in the elections. Secondly our Ministry, specially the hon. Minister has already written to one of the leading parties requesting them to take the lead in seeing that village politics are not vitiated by the parties. Thirdly, there was recently a seminar in Mussorie and this question was also discussed there but with no effect.

Shri M. K. Kumaran: May I know whether the Government of India have ascertained the views of the State Governments in this matter?

Shri B. S. Murthy: In a matter like this Government need not take the lead; it is the political parties that should take the lead and advise Government what they should do.

Shri P. R. Chakraverti: Do Government appreciate the fact that *ex officio* membership of panchayat samitis intensifies the evil practice of wooing the electorate on caste and other sectional basis?

Shri B. S. Murthy: I do not think the hon. Member is correct.

Shri Warior: May I know whether any of the political parties have expressed the opinion that political parties should not contest panchayat elections on party lines?

Shri B. S. Murthy: No, Sir. But during the debate the Minister for Community Development has promised to set up a high level team of study and this may be taking place next year.

Shri D. C. Sharma: May I know if the Ministry convened, a conference of the leaders of various political parties at the highest level so that they could arrive at a gentleman's agreement that they will not interfere in these panchayat elections?

Shri B. S. Murthy: I do not know whether Parliament will appreciate the Ministry taking the lead in this matter.

Shrimati Savitri Nigam: Is it a fact it has been the considered opinion of experts that some incentives should be given to such panchayats which are successful in holding unanimous elections as one of the steps of keeping political parties out of elections?

Shri B. S. Murthy: Yes, Sir. In certain States like the Punjab and Rajasthan certain incentives have been given with good results.

Shri Venkatasubbaiah: Is the hon. Minister aware of the fact that at the village level elections are not being held on party labels and the Congress party as such is not setting up any candidates?

Shri B. S. Murthy: I think in many States party labels are not given to parties at village level.

Shri M. K. Kumaran: May I know whether Government are aware that in certain cases panchayats are finding it difficult to collect their dues because of party factions?

Shri B. S. Murthy: I take the information from the hon. Member.

Shri M. K. Kumaran: We refer to Kurukshetra.

Mr. Speaker: He may have received the information; he may not have read it.

Power Targets

*801. **Shri P. C. Borooah:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Federation of Chambers of Commerce and Industry has recently pointed out some anomalies in planning as to how high power targets would be achieved without making provision for more power generating equipment; and

(b) if so, what is Government's reaction thereto?

The Parliamentary Secretary to the Minister of Irrigation and Power (Shri S. A. Mehdi): (a) No, Sir.

(b) Does not arise.

Shri P. C. Borooah: Is the production of power generating equipment expected to meet the country's requirements during the Third Five Year Plan?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): During the Third Five Year Plan it is proposed to instal additional generating capacity of about seven million kilo watts.

Shri P. C. Borooah: I am referring to power generating equipment—not power.

Shri Alagesan: We have to import most of it now. But the Bhopal Factory has come into existence and it is working. It is also proposed to instal three other heavy electrical

equipment factories. When they are commissioned and are in full production we will be able to get all our generating equipment indigenously. Otherwise we will have to import.

Shri Hem Barua: Is it a fact that because of the failure of some foreign countries to supply power generating equipment in time there has been a set-back in the programme?

Shri Alagesan: I will not be able to say offhand.

Power Shortage in the Country

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*802. **Shri Daji:**
Shri S. M. Banerjee:
Shri H. P. Chatterjee:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) the steps that are being taken to overcome power shortage in various States;

(b) whether any detailed scheme has been chalked out; and

(c) if so, the main features thereof?

The Parliamentary Secretary to the Minister of Irrigation and Power (Shri S. A. Mehdi): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

A number of power projects have been sanctioned for implementation during the Third Five Year Plan in each State to meet the increasing load demands. Action is also being taken to expedite the release of foreign exchange for import of necessary plant and equipment for such power projects. The construction of inter-State links and development of regional grids have also been approved to enable transfer of surplus power being made to deficit areas.

2. A Study Team consisting of a representative each of the Planning Commission, the Central Water and Power Commission and the Ministry of Irrigation and Power recently reviewed the progress made in the implementation of power schemes in the various States and suggested steps for the removal of the bottlenecks, and for expediting the completion of works. Such reviews are proposed to be made periodically. Proposals to meet the immediate requirements of certain States which are experiencing acute power shortage are also under consideration.

Shri Daji: Will the Minister tell us what are the important bottlenecks pointed out by the committee that was appointed to look into the non-implementation of some of the schemes?

Shri S. A. Mehdi: Mostly, during the Second Plan, it was paucity of foreign exchange in the early stages.

Shri Daji: The statement says that a committee was recently appointed to go into the power schemes and suggest steps for the removal of the bottlenecks and for expediting the completion of works. It was not one bottleneck, but bottlenecks—for the removal of the bottlenecks and for expediting completion of works. What were the bottlenecks?

Mr. Speaker: He has said that.

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): The most important bottleneck was that of foreign exchange. That is why my hon. colleague pointed out that. The other bottlenecks are: timely supply of cement and steel, arranging for import of other plants and equipment. These are the things. These are considered at a point meeting of the authorities concerned with representatives of the Central Ministry and these things are ironed out.

Shri Daji: It is said that proposals to meet the immediate requirements of certain States are being taken up. Which are the States? What are the immediate requirements? What steps are the Government taking in this respect?

Shri Alagesan: At present, acute shortage is felt in Andhra and Mysore States. We are considering whether it will be possible to import a few 10,000 kw. gas turbines to tide over the short-term difficulties.

Shri S. M. Banerjee: I want to know whether the Government will be able to overcome the difficulties about power shortage during the Third Five Year Plan and whether steps are being taken.

Shri Alagesan: Demand according to the load survey that has been conducted goes on increasing. We are trying to meet the increasing demands. Even so, perhaps the demand is always overtaking what we are able to do. I do not think that it will be completely possible for us to overtake demand during the Third Five Year Plan.

Shri H. P. Chatterjee: The Minister has suggested several ways. My question is this. Industrialised states like West Bengal are suffering very much. Is he in a position to state how long he will take to remove the acute power shortage?

Shri Alagesan: It is also true that there is power shortage in the D.V.C., Bihar and Bengal area. To remove the power shortage, there are various schemes sanctioned in the various States. They are being progressed and everything that is necessary is being done.

Shri Hem Barua: May I know whether it is a fact that after the publication of the Third Plan, three schemes in the private sector are formulated by the Government, and if so, may I know whether the Government would allow these private sector enterprises to arrange for foreign financial help on their own?

Shri Alagesan: Only there was one proposal by the Calcutta Electric Supply Corporation.

Shri Hem Barua: There are three.

Shri Alagesan: They were permitted to instal additional capacity of 50 megawatts. Each case is being determined on its own merits. There is also another proposal by the Hindustan Aluminium Ltd. to have their own power generation installed. That is under consideration.

Shri Tridib Kumar Chaudhuri: May I know if it has come to the attention of the Government that some of the schemes proposed by the West Bengal Government for the removal of power shortage and which had the approval of the Central Water and Power Commission, have been cancelled or dis-approved by the Planning Commission like the Azimganj power scheme or the Jaldaka scheme?

Shri Alagesan: If a specific question is put, I shall be able to answer.

श्री यशपाल सिंह : क्या सरकार को यह पता है कि यू० पी० में ५,००० से ज्यादा ऐप्लीकेशन्स ऐग्रिकल्चरल कंसन्र्स की पड़ी हुई हैं बिजली के लिये, और अगर रिहन्द डैम की बिजली बिरला कंसर्न से हटा कर इन ५,००० कंसन्र्स को दे दी जाय तो यह कमी पूरी हो सकती है ?

अध्यक्ष महोदय : अगर पहले पता नहीं था तो अब जरूर पता चल गया होगा ।

Shri Iqbal Singh: What steps are the Government taking to remove the power shortage in Punjab? All the power generated in the Punjab is given either to Delhi or the Nangal fertiliser factory. There is no surplus power in the Punjab.

Mr. Speaker: There is already a complaint that Punjab is much too power-hungry.

Shri Iqbal Singh: Most of the power is taken by Delhi and the Nangal Fertiliser Factory.

Shri Ansar Harvani: The Parliamentary Secretary has described one of the bottle-necks as foreign exchange. The hon. Minister has added a few more bottle-necks. May I know whether the organisation of the Ministry itself is not one of the biggest bottle-necks in the production of power in this country?

Mr. Speaker: That is only a reflection. That is not a question to be put.

Shri Venkatasubbaiah: In the statement it has been stated that:

> "The construction of inter-State links and development of regional grids have also been approved to enable transfer of surplus power being made to deficit areas.".

In view of the statement made by the hon. Minister that there is scarcity of power in Andhra Pradesh, may I know whether any arrangement has been made to transfer the surplus power to the deficit area of Andhra Pradesh at the moment, till the gas turbines are received.

Shri Alagesan: We are making arrangements to have a grid established for the States of Andhra Pradesh, Madras, Mysore and Kerala.

Mr. Speaker: Next question.

Some Hon. Members *rose*—

Shri Warior: May I ask for one general information?

Shri Hem Barua: May I make a humble submission?

Mr. Speaker: I find that after I have allowed about ten supplementary questions, there are still about a dozen hon. Members who want to ask supplementary questions.

Shri Warior: I want to ask a general question, not any particular question. All the questions that have been so far asked have been relating to particular States. But I want to ask a general question seeking some general information.

Mr. Speaker: I have allowed already about ten questions, and I cannot spend more time on one particular question.

Shri Hem Barua: I do not want to put a question, but I want to make a humble submission to you.

When I put my question earlier, I said that there were three power schemes. The hon. Minister has admitted that there are two power schemes in the private sector. I wanted to know whether these private enterprises would be allowed to arrange foreign finances on their own or not. The hon. Minister has not replied to that point.

Mr. Speaker: That question was answered long ago.

Shri Alagesan: I replied that each question will be considered on its own merits.

Primary Health Centres

***803. Shri P. R. Chakraverti:** Will the Minister of **Health** be pleased to state:

(a) whether it is the accepted policy of the Government to open primary Health Centres in each Community Development Block area;

(b) the progress so far achieved in reaching the target; and

(c) whether Government propose to extend the facilities to the Village Panchayat level?

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): (a) Yes, Sir

(b) A statement is laid on the Table of the House. [*See* Appendix II, annexure No. 581.

(c) No.

Shri P. R. Chakraverti: Do Government feel it expedient to start a maternity centre at the village panchayat level?

Dr. D. S. Raju: No, it is not possible to start it at the panchayat level.

Shri Bhagwat Jha Azad: May I know by what time, according to the phased programme, if any, that the Ministry has, the blocks will be covered by such health centres?

Dr. D. S. Raju: By the end of the Third Plan, we hope to provide the

staff and the equipment for all the primary health centres.

Shri D. C. Sharma: May I know whether these primary health centres will be linked up with some hospitals at the block samiti level or at the district level, to provide medical aid in difficult cases?

Dr. D. S. Raju: Yes, they will be linked up.

Shri Man Sinh P. Patel: In the First Five Year Plan, certain existing dispensaries were converted to primary health centres. May I know what the policy of Government is regarding the transfer of such primary health centres as recommended by the BDC committee and the State committee, to be located at new places?

The Minister of Health (Dr. Sushila Nayar): The new health centres are being opened at each block level. Wherever there is duplication, the State Governments are reorganising and dispersing the facilities. But I must say that each of the present health centres is supposed to serve a population of 66,000 people scattered in any area up to a hundred villages. It is physically impossible for them to give good service to such a vast area. Therefore, some of the existing dispensaries at the moment are taking off some of the load that is now being borne by these health centres.

Shri Hem Raj: How many sub-units are located in each primary health centre?

Dr. D. S. Raju: There are three subsidiary centres for each unit.

श्री भक्त दर्शन : श्रीमन्, इस समय सारे देश में कितने कम्युनिटी डेवलपमेंट ब्लाक्स हैं और यह प्राइमरी हैल्थ सेंटर्स अब तक कितने ब्लाक्स में खुले चुके हैं ?

Dr. D. S. Raju: The whole country has been delimited to about 5,000 community development blocks and the number of primary health centres opened till the end of March 1962 is about 3,050.

श्री बृ० वि० मेहरोत्रा : क्या मंत्री महोदय यह बतलाने की कृपा करेंगे कि हैल्थ सेंटर्स में जो मिडवाइफ्स रक्खी हैं उन को गांव गांव में पहुंचने की आवश्यकता पड़ती है तो उनको कोई साथ में जाने वाले सहायक आप दे सकेंगे ?

डा० सुशीला नायर : श्रीमन्, इस वक्त जो प्राइमरी हैल्थ सेंटर्स का स्टाफ है उस में मिडवाइफ्स हैं और उन के कुछ थोड़े से सहायक हैं । अब हर एक हैल्थ सेंटर का पैट्रन एक जैसा नहीं है और इस वक्त स्टाफ की शौर्टेज भी बहुत है । ट्रेंड स्टाफ जितना सैंक्शंड है उतना भी वहां पर मौजूद नहीं है । जितने सम्भव हो सकते हैं उतने यह लोग अपने गांव के बाहर जाते हैं लेकिन कई जगह पर नहीं भी पहुंच पाते हैं ।

Shrimati Sarojini Mahishi: May I know the reasons for the delay in starting or opening the new health centres, even though a year or two have elapsed since the sanction of the centres in some of the blocks?

Dr. Sushila Nayar: The progress has been quite rapid. As a matter of fact, in the First Plan, there were only about 70 health centres opened, in the Second Plan period, more than 2,000 have been opened. It is possible that in some cases there might have been some delays and the reasons therefor are difficulties on the part of State Governments to find personnel in many cases.

Shri A. V. Raghavan: In starting new primary health centres, will the need of the hilly tracts be given any priority?

Dr. Sushila Nayar: The hilly tracts are receiving all the priority that is possible at the moment.

Shri Warior: May I know whether there is actually any dearth of qualified personnel for all these centres, and if so, what steps have Government taken to fill the gap?

Dr. Sushila Nayar: There is dearth to the extent that about 20 per cent

of these centres are without qualified doctors in some of the States. The steps taken are well known: the number of medical colleges has been increased and various types of incentives are being offered by State Governments to attract trained personnel.

Shrimati Savitri Nigam: The hon. Minister has stated that each primary centre looks after about 66,000 people. Unless these centres are provided with vans, they will not be able to cover the whole population. How many centres have been provided with such types of vans or mobile dispensaries?

Dr. Sushila Nayar: The scheme of mobile medical vans is a separate scheme which is being worked out. I might mention that in the meantime with the help of UNICEF we are upgrading some of these rural health centres to improve the facilities for diagnosis and referal, linking them up with district health centres. I could not give the actual number of vans at the moment, but if the hon. Member desires, I will collect the information and supply it to her.

Salaries of Extra Departmental Employees of P. & T.

***804. Shrimati Vimla Devi:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the recent dearness allowance increase granted to Central Government employees, has been applied to the Extra Departmental staff in the Posts and Telegraphs Department as well;

(b) if not, reasons therefor?

(c) whether it is a fact that their salary is as low as Rs. 24 per mensem;

(d) whether any representations have been received requesting upward revision of their salary; and

(e) if so, what action Government have taken in the matter?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) No.

(b) Because they are part-time employees of the Department and are not governed by the rules applicable to regular Government employees.

(c) They draw a consolidated allowance which may range from Rs. 20 p.m. to Rs. 72 p.m. depending on the nature of their duties and the quantum of work.

(d) No.

(e) Does not arise.

Shrimati Vimla Devi: What will be the actual increase in their salaries after the implementation of the Rajan Committee report, and the number of employees likely to be benefited by the increase?

Shri Bhagavati: According to the Rajan Committee recommendations and Government orders thereon, the dearness allowance was merged with the basic allowances and a consolidated allowance has been paid to them since 1st July, 1959.

Shrimati Vimla Devi: What is that amount?

Shri Bhagavati: The amount of consolidated allowance admissible to the various categories of extra-departmental staff is as follows:

	Minimum	*Maximum*
	Rs.	*Rs.*
E.D. Postmasters	25	47
E.D. Sub-Postmasters	52	72
E.D. Stamp Vendor	32	47
E.D. Mail carrier, Delivery Agent, L.B. Peon	24	42
E.D. Chowkidar, Messenger, Boy messenger, Boy peon	20	42

Shrimati Vimla Devi: I asked for the number of persons benefited also.

Mr. Speaker: Can the hon. Minister give the number?

Shri Bhagavati: I cannot give the number.

Shri S. M. Banerjee: I want to know whether all the recommendations of the Rajan Committee have been implemented and whether it is a fact that the increase has taken place only in a few categories and not all.

Shri Bhagavati: This dearness allowance is merged for all.

Shri S. M. Banerjee: We remember in this House there was a lot of . . .

Mr. Speaker: He may put a question; perhaps, the Minister will follow.

Shri S. M. Banerjee: May I know whether all the recommendations of the Rajan Committee have been implemented—which were meant for the E.D. staff—and, if so, the number benefited? Is it also a fact that some of them have not been benefited at all?

The Minister of Transport and Communications (Shri Jagjivan Ram): The recommendations of the Rajan Committee, so far as they are concerned with the allowances to the various categories of E.D. staff have been implemented.

श्री भक्त दर्शन : श्रीमन्, क्या माननीय मंत्री जी को इस बात का ध्यान है कि जब कुछ वर्षों पहले डाक-तार विभाग के स्थायी कर्मचारियों के वेतन में पाच रुपय प्रति-मास बढोतरी की गई थी, तो अतिरिक्त विभागीय कर्मचारियों को दो रुपए मासिम दिया गया था? उसी आधार पर जब स्थायी कर्मचारियों के वेतन में दस रुपए मासिक की वृद्धी की उई है, तो अतिरिक्त विभागीय कर्मकारियों के वेतन में कम सेकम चार पांच रुपए बढाने वें क्या एतराज है ।

श्री जगजीवन राम : एतराज की बात नहीं है । सवाल तो यह है कि जो लोग एक्स्ट्रा डिपार्टमेंटल एम्पलाईज के तौर पर काम करते हैं, उन के दूसरे भी पेछे रहते हैं । वे थोड़ा सा समय इस काम में लगाते हैं, इस लिए थोड़ा सा मआवजा उन को दे दिया जाता है । वे लोग कोई न कोइ दूसरी नौकरी या कारोबार भी करते हैं ।

Shri Daji: Is the Government aware that over-riding the decision of the Government a secret letter No. 5-2/60, has been issued by the Director General of Posts and Telegraphs, New Delhi, asking all the P.M.Gs. not to increase more than Rs. 2, despite the decision of Government thereon? Was this authorised by Government? I have got a copy.

Shri Jagjivan Ram: That may be the knack of the hon. Member to lay his hands on some secret letters. I am not aware of that. Any postmaster General will not be competent not to pay the allowance that is permissible to the extra-departmental staff.

Shri Daji: May I lay this on the Table of the House?

Mr. Speaker: He may lay it.

Shri Prabhat Kar: The hon. Minister said that the E.D. staff are also having other jobs. May I know the exact number of hours they have to put for the P. & T. Department?

Shri Jagjivan Ram: Those who get the minimum allowances are expected to put in not more than 2 hours of work.

Neendakara Bridge in Kerala

*806. **Shri P. Kunhan:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the progress so far made in construction of the Neendakara bridge in Kerala; and

(b) the total estimate of cost?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The outline design of the bridge has been technically approved but due to paucity of funds, it has not yet been possible to accord financial sanction to this work. The State Government have been asked to prepare and send the detailed plans and estimate for approval. The work will commence as soon as the estimate is technically approved and financially sanctioned.

(b) About Rupees forty lakhs.

Shri P. Kunhan: It is already included in the Second Plan. May I know what is the reason for the delay?

Shri Raj Bahadur: It was indeed included in the Second Plan. But in 1958 there was a reappraisal. The bridge involved certain amount of foreign exchange expenditure. It was prestressed concrete type initially and it was decided to have RCC type which entailed some delay. Later on when the Third Plan came we did not find sufficient sums for it. I am sorry we have not been able to include it in the Third Plan. But now some amounts have been diverted from cement cencreting of certain sections of the national highways to bridge construction. This bridge therefore might be included as one of the bridges to be constructed out of these funds.

Shri M. K. Kumaran: According to Press reports a technical team appointed by the Government of India has expressed the view that the area could be developed into a first class port. May I know whether Government has taken this into consideration before deciding upon the site for the new bridge?

Shri Raj Bahadur: The utility of and the need for the bridge is recognised. There is no dispute about that. The present bridge is weak and narrow and it has to be shifted. A new alignment has been selected for that about 50 feet away towards the east of the present alignment, if I am correct. That is how it stands.

Shri M. K. Kumaran: That was not my question.

Mr. Speaker: He says that there are difficulties at the present site and he asks whether those considerations have been taken into account in deciding upon the site.

Shri Raj Bahadur: That is exactly what I have stated.

Shri Vasudevan Nair: Being the most important bridge on the national highway in that particular area, may I know the reason why the Government did not think it fit to give priority for this bridge over many other bridges? Is it not a fact that almost every day there are repairs going on in that bridge?

Shri Raj Bahadur: The position is very well known and I may repeat it again. There was acute foreign exchange difficulty round about 1958. We had to give up certain schemes which involved foreign exchange. The type of construction of this bridge required special type of steel, high tinsil steel, which we did not have any because of that the designs had to be changed and it took time. Meanwhile Third Plan proposals were formulated and we were again faced with difficulty about funds. We may be able to find funds now by diverting from cement concreting of roads on certain sections of our National Highways.

Shri Warior: There was also the question of constructing a harbour along with this bridge. Is that also taken into consideration before a final decision is taken about the site of the bridge?

Shri Raj Bahadur: We are considering the question purely from the angle of national highway No. 47. I

will not be able to connect this with the port project.

Transportation of Coal by Road

***811. Shri Maheswar Naik:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the steps taken for transportation of coal by road from the collieries to consuming centres in order that the transport-bottleneck over the railways may be eased; and

(b) whether in that connection, limitation on the issue of inter-zonal and inter-State permits have been or are proposed to be raised?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A detailed scheme is being drawn up for improvement of feeder and approach roads in the Bengal-Bihar coalfield area and of the G.T. Road from Calcutta to Dhanbad and National Highway No. 32 to Jamshedpur to facilitate movement of coal by road to the industries in that area. In the meanwhile, the State Governments have been advised to liberalise their licensing policy and offer other concessions as inducements to operators undertaking transport of coal by road.

Shri Maheswar Naik: With regard to their proposal to develop the road transport system and facilitate transport of coal, may I know whether Government has under consideration the abolition of the disparity of taxes prevailing in the different States?

Shri Raj Bahadur: I think the hon. Member refers to the question of single point taxation as opposed to multi-point taxation. That problem, I think, has been largely solved because the State Governments have finally agreed that they will conform to the principle of single point taxation, and if there is any disparity on that account, that will son be removed.

Shri Maheswar Naik: May I know to what extent the disparity of taxes prevailing in the different States has been abolished? It is not a question of multi-point taxation. For instance, some States have got high taxation which is imposed on the trucks, etc., while some other States have got lesser taxation.

Shri Raj Bahadur: This is the same question in a different form. I shall repeat my answer. Single point taxation means that the tax will be realised in respect of the vehicle only in one State. Double or multi-point taxation means that the tax will be levied in more than one State. But the principle of single point taxation has ben accepted.

Shri Bhagwat Jha Azad: In view of the fact that the roads now are being developed and widened, how do the Government propose to overcome the difficulty arising from the culverts and bridges which are now meant only for light trucks carrying only very smal load at present? What is the proposal to see that heavy loads are also moved over these culverts and bridges?

Shri Raj Bahadur: It is possible to move heavy trucks on the roads only when we are able to strengthen the culverts and he bridges, and there is no other way of doing it.

Shri Iqbal Singh: May I know whether the Government will take some steps by which inter-State permits could be issued by the Central authority in this matter?

Shri Raj Bahadur: The Centre does not give inter-State permits. The States give inter-State permits. The Inter-State Commission, however, is there to look after the needs of traffic.

Shrimati Savitri Nigam: The Minister just now mentioned that the Government are trying to finalise some schemes to facilitate transportation of coal by road. What are the schemes and how long will they take to finalise this?

Mr. Speaker: Yesterday, all this was referred to by the Minister. He

explained everything about the transport of coal by river, road, etc. Next question.

Bhakra Power for Delhi

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*813. { **Shri Bhagwat Jha Azad:** **Shri Mohammad Elias:**

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the supply of 20,000Kw power of Bhakra for Delhi will be delayed;

(b) if so, what is the reason for this; and

(c) the steps being taken by the Government to meet the situation?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes; Sir, but not beyond two to three months.

(b) The non-completion of the conversion of the Nangal-Delhi transmission line and connected sub-stations from 132 KV to 220 KV by the Punjab State Electricity Board.

(c) The Punjab State Electricity Board has been asked to take special measures to expedite the conversion of the line. It is further proposed to hold a discussion among the technical experts concerned to see to what extent this process can be expedited.

Shri Bhagwat Jha Azad: In the meantime, how do the Government propose to meet the shortage in supply which has now arisen in Delhi?

Shri Alagesan: I am afraid there is no short-term remedy for this. What we are doing is to see that this power from the Bhakra-Nangal system is expedited as early as possible. That is why we are trying even to shorten this period of two or three months by calling a meeting of technical experts and explore ways and means.

Shri Bhagwat Jha Azad: May I know whether the Punjab Government has been addressed in the matter, as to the reasons why the working plan could not be made ready in time? May I know whether the delay is due to the paucity of funds or whether it is due to some other reasons?

Shri Alagesan: It is not a question of paucity of funds. We have to import the equipment; that was not received in time. Also, there was some difficulty in the supply of steel.

Shri Iqbal Singh: May I know whether the Government have considered the request of the Punjab Government regarding the point that they have no surplus electricity, and whether the Government will consider that question also?

Shri Alagesan: I do not think that arises in the matter of giving power to the Delhi Electric Supply Undertaking.

Mr. Speaker: When they are considering the question of giving it over to some others, the Punjab Members feel nervous about it! Next question.

Nationalisation of Light Railways

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*814. { **Shri Dinen Bhattacharya:** **Shri Saradish Roy:** **Shri Mohammad Elias:**

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a decision has been taken to nationalise the Howrah-Amta and the Howrah-Seakhali light Railways in West Bengal;

(b) whether it is also proposed to nationalise Ahmedpur-Katwa and Burdwan-Katwa Railways; and

(c) whether any subsidy is being paid to these railways?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). A statement is placed on the table of the House.

STATEMENT

(a) No. The Central Government has no Contractual right to purchase these railways. The powers to purchase these lines vest in the local District

Boards, in terms of contracts between them and the Light Railways. Apart from this, the Government's general policy at present is not to nationalise the Light Railways so that, in order to create additional rail transport capacity under the Plan, all available resources are utilised on creating new assets rather than on the acquisition of already existing ones.

(b) No.

(c) In the case of Ahmedpur-Katwa and Burdwan-Katwa Railways, the Government of India, under the terms of the contracts, are paying sums to make up the short-fall in the guaranteed rate of interest of 3½ per cent per annum on their paid-up share capital. In the case of Howrah-Amta and the Howrah-Sheakhala Light Railways, the Central Government are not liable to pay any such subsidy, as the Government are neither under any contractual obligation to pay subsidy nor have they any financial interest in these two Railways. The net profits of these two lines equivalent to 4 per cent on the paid up capital has been guaranteed by the District Board of Howrah—under terms of agreements with these Companies, subject to a maximum of Rs. 28,000 per annum in the case of Howrah-Amta Light Railway and to a maximum of Rs. 950 per annum per mile of the line constructed and opened in the case of Howrah-Sheakhala Light Railway, which comes to a maximum of approximately Rs. 19,000 per annum.

12.00 hrs.

Shri Dinen Bhattacharya: Already there has been a clear recommendation by the Petitions Committee to nationalise the Howrah-Amta and Howrah-Sheakhala railway. May I know why the Government has not considered that recommendation?

Shri S. V. Ramaswamy: The general policy of the Government has been stated in the statement. In pursuance of that policy, the Ministry have written to the Lok Sabha Secretariat that it would not be possible to nationalise it.

Shri Dinen Bhattacharya: It may be the general policy, but the local people of the area through which the railway-line passes are demanding its nationalisation for so many years and last year the Petitions Committee gave their recommendation after considering all the aspects. If now the Government does not consider the recommendation of the Petitions Committee, what is the good of this Petitions Committee?

Mr. Speaker: The hon. Member is entering into an argument.

Shri S. M. Banerjee: May I know whether it is in the knowledge of the Minister that the main reason for this petition was the high fare and absence of amenities in that particular railway-line? If the Government is unable to nationalise it, may I know what steps are being taken to improve the working of this particular railway and to reduce the fare?

Shri S. V. Ramaswamy: In regard to the fare the basis of the fares was fixed in 1951 by the Railway Board. Since then there has been no increase, except in 1957 when the passenger tax was imposed. In 1960, on account of the rounding off under the metric system, there was a slight increase in some cases, and decrease in others. Apart from that, there has been no change. But generally speaking, the fare in this railway is slightly higher than in the State railways because of the short leads and high operating cost. As regards amenities, we have brought it to the notice of the railways concerned to improve the amenities.

SHORT NOTICE QUESTION

Electrical Equipment from Russia

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S.N.Q. 9 { **Shri Raghunath Singh:** **Shri Bishwanath Roy:** **Shri Maheswar Naik**

Will the Minister of **Irrigation and Power** be pleased to state whether it is a fact that supply of electrical

equipment from Russia is being delayed, thus dislocating the plan of generating electricity in India?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): A statement giving the requisite information is laid on the Table of the House. [*See* Appendix II, annexure No. 59].

श्री रघुनाथ सिंह : स्टेटमेंट से यह जाहिर होता है कि ११५० मैगावाट का इक्विपमेंट रूस से आने वाला था, लेकिन वहां से सिर्फ २०० मैगावाट का इक्विपमेंट आवेगा । मैं जानना चाहता हूं कि ६५० मैगावाट की जो कमी रहेगी उसके वास्ते सरकार क्या इन्तिजाम कर रही है ?

Hafiz Mohammad Ibrahim: Originally 950 NW was envisaged. Now only about 450 MW are likely to be commissioned.

श्री रघुनाथ सिंह : आपने जो फिगर दिये हैं उनसे जाहिर होता है कि थर्ड प्लान पीरियड में ११५० मैगावाट का इक्विपमेंट आने वाला था लेकिन ६५० मैगावाट का इक्विपमेंट नहीं आवेगा । मैं यह जानना चाहता हूं कि यह जो ६५० मैगावाट का इक्विपमेंट नहीं आवेगा क्या इसके लिए कोई इन्तिजाम हो रहा है ?

हाफिज मुहम्मद इब्राहीम : इस वक्त कोशिश हो रही है और मुमकिन है कि यह कमी रूस से ही पूरी हो जाये । इसलिए मायूस होने की जरूरत नहीं है । उन्हीं से तै हुआ है और उन्हीं से पैसा आने वाला है । अगर इत्तिफाक से उनके यहां से इन्तिजाम न हो सका तो दूसरे जो मुमकिन तरीके होंगे वह अख्तियार किये जा सकते हैं ।

Shri Maheswar Naik: May I know whether the shortfall arising out of the non-delivery of the equipment would be met through alternative sources and what are those alternative sources?

अध्यक्ष महोदय : इसका जवाब तो वह दे चुके हैं ।

श्री रघुनाथ सिंह : सिंगरौली के लिए पांच यूनिट आने वाले थे लेकिन स्टेटमेंट से जाहिर होता है कि उसके लिए एक भी यूनिट ही आवेगा । मैं जानना चाहता हूं कि सिंगरौली में थरमल प्लांट लगाया जायेगा उसके लिए क्या इन्तजाम होगा या नहीं ?

हाफिज मुहम्मद इब्राहीम : मैं ने यह पहले ही अर्ज कर दिया कि जो कुछ भी कमी होती है उस को पूरा करने के लिए जो भी मुमकिन कोशिश हो सकती है वह गवर्नमेंट की तरफ से की जायेगी ।

Shri P. K. Deo: Sir, I rise to a point of order. It is a very novel practice to lay statements on the Table in reply to short notice questions. A short notice question is generally admitted taking into consideration the importance of the question, and the hon. Member who tables the question would like to have an oral answer as far as practicable.

Mr. Speaker: If the answer is a long one there is no harm in putting a statement on the Table of the House.

Shri Hem Barua: Sir, in reply to my supplementary on Question No. 802, when I asked whether the failure of the foreign countries to supply the equipments in time held up our projects, the hon. Minister was pleased to say that it was not so. Now he admits that the project is being held up and it is a fact also that to some extent it is due to failure to supply equipments in time. How do the two things go together?

Hafiz Mohammad Ibrahim: That reply was quite correct in view of the fact that, as I said now, they are also being persuaded to come to terms and do the thing well in time. If they do that the purpose will be served. That was not a wrong answer. (*Interruption*).

Mr. Speaker: He says that that reply was not quite correct in this sense that the answer has been given now.

Sardar Iqbal Singh: Five units of right bank power station of Bhakra are to come from USSR. May I know whether this will also be affected or not?

Hafiz Mohammad Ibrahim: What will be affected has already been stated in the statement.

WRITTEN ANSWERS TO QUESTIONS

दिल्ली विकास प्राधिकार

*७८६. { श्री म० ला० द्विवेदी :
श्री स० चं० सामन्त :

क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि दिल्ली विकास प्राधिकार (दिल्ली डेवलपमेंट अथारिटी) की रिपोर्ट से विदित होता है कि गबन क्षति तथा अन्य कारणों से कई हजार की क्षति हुई है;

(ख) क्या यह सच है कि दिल्ली विकास प्राधिकार के पास जांच पड़ताल करने के लिये अधिकारियों की समुचित संख्या नहीं है और क्या २७,००० रुपये से अधिक की जो रकम सेफ से गायब हो गई थी उस की जांच हुई है; यदि हां, तो उसका क्या फल निकला;

(ग) क्या कारण है कि नवम्बर, १९५८ से १९५९ तक नकदी का मिलान नहीं किया गया ;

(घ) दिल्ली विकास प्राधिकार की इन गड़बड़ियों को ठीक करने के लिये सरकार क्या कदम उठा रही है; और

(ङ) जो गड़बड़ियां हुई हैं उनकी जिम्मेदारी किस पर है और उन लोगों को क्या सजा दी जा रही है ?

स्वास्थ्य मंत्री (डा० सुशीला नायर) : (क) जी हां ।

(ख) प्रारम्भ में दिल्ली विकास प्राधिकार के पास समुचित स्टाफ नहीं था और अब पर्याप्त स्टाफ की व्यवस्था कर दी गई है। लेकिन जो गड़बड़ियां हुई हैं, उनकी १९५८-५९ की आडिट रिपोर्ट में प्रकाशित होने से पहले दिल्ली विकास प्राधिकार ने उन का पता लगा कर उन की जांच कर ली थी । वास्तव में २७,००० रुपये की किसी नकद राशि का नुकसान नहीं हुआ था बल्कि यह कैशियर द्वारा किया गया एक अस्थायी गबन का मामला था जिसे विभागीय जांच के पश्चात् नौकरी से अलग कर दिया गया था। कैशियर के साथ कपट-संधि करने के अपराध में सहायक कैशियर के और देखरेख में ढिलाइ करने के लिये पर्यवेक्षण-स्टाफ के विरुद्ध भी विभागीय कार्यवाही चल रही है ।

(ग) दूसरे महत्वपूर्ण-कार्यों के अत्यधिक काम के कारण और दिल्ली विकास प्राधिकार में अपर्याप्त स्टाफ होने से नवम्बर, १९५८ और जून, १९५९ के बीच नकदी का मिलान न किया जा सकता । तथापि अब इस संबंध में कड़े आदेश दिये गये हैं और नियमित रूप से नकदी का मिलान किया जाता है ।

(घ) लेखा प्रक्रिया कुछ परिवर्तन कर के और इस प्रकार की अनियमितताओं की पुनरावृत्ति रोकने के उद्देश्य से ऐसे मामलों पर कड़ी निगरानी रखने के लिये पर्यवेक्षण-कर्मचारियों को अनुदेश दे कर दिल्ली विकास प्राधिकार पहले ही अधिकांश गड़बड़ियां ठीक कर चुका है ।

(ङ) इन गड़बड़ियों के लिये मुख्यतः प्राधिकार के दो रैंट कलैक्टर और कैशियर जिम्मेदार पाये गये थे । दो रैंट कलैक्टर अदालत द्वारा दोषी पाये गये और एक कैशियर को उस पर विभागीय जांच पूरी करने के पश्चात् नौकरी से हटा दिया गया । पर्यवेक्षण स्टाफ अर्थात् सम्बन्धित तहसीलदार और लेखा-अधिकारी के विरुद्ध विभागीय कार्यवाही चल रही है ।

National Highway Connecting North and South Bihar

*792. **Shri Shree Narayan Dass:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the National Highway connecting North and South Bihar over the Rajendra Bridge has been completed;

(b) if not, the reasons for delay; and

(c) whether the works have progressed as scheduled?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is placed on the Table of the House.

STATEMENT

Rajendra Bridge across the river Ganga lies on National Highway No. 31. The bridge is connected to National Highway system both on the Northern and Southern sides by State Highways, where necessary and there is no interruption to traffic. The position of Northern and Southern approaches which are being provided from National Highway funds is as follows:

Northern Approach: Out of a total length of 4½ miles, three miles have been completed in all respects. The work on the remaining portion is held up pending finalisation of the site of an overbridge for which correspondence is going on between the State Public Works Department and the Railways.

Southern Approach: The Southern approach to the bridge has been completed except that a four mile bye-pass is running behind schedule. The bye-pass is intended for safer and quicker flow of traffic and it will also meet the requirements of the future intensified traffic. The delay in completing this bye-pass is attributable to the following reasons:—

(i) non-finalisation of two over-bridges for which the Railways have been written to supply the design details;

(ii) delay in land acquisition; and

(iii) heavy floods of October 1961.

Power Plants

*793. **Shri Bibhuti Mishra:**
Shri M. L. Dwivedi:
Shri S. C. Samanta:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that Government are thinking of giving licences to private individuals or companies to establish power plants in the private sector;

(b) if so, what considerations have motivated Government to consider such a proposal; and

(c) whether it will not infringe the provisions of the Industrial Policy Resolution?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) and (b). The grant of licences to private individuals or companies for the generation and supply of electricity is the function of State Governments, under the Indian Electricity Act, 1910. Such proposals are examined by the Central Government for clearance mainly from the angle of the foreign exchange involved. One proposal is currently under examination. No final view thereon has yet been taken.

(c) The Industrial Policy Resolution does not debar the State securing the co-operation of private enterprise in the establishment of new units when the national interests so require.

Sand Stone for Tripura Roads

*796. **Shri Dasaratha Deb:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Tripura Administration has been importing any sand stone from Assam for the construction of roads;

(b) if so, the total amount of stones imported so far;

(c) what is the rate per thousand cubic feet of such imported sandstone;

(d) whether it is possible to collect sand stones in Tripura itself at a cheaper rate; and

(e) if so, what steps have been taken in the matter?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (e) A statement giving the requisite information is placed on the Table of the House.

STATEMENT

(a) Yes, Sir.

(b) Against orders placed for two lakh cubic feet stone boulders, 30,000 cubic feet have so far been collected by the Tripura Public Works Department at Agartala and 5,000 cubic feet at Belonia.

(c) The cost of imported stone boulders at Agartala is Rs. 2,375|- per thousand cubic feet and at Belonia Rs. 2,760/- per thousand cubic feet. However, at places like Dharmanagar and Kailashahar, which are nearer to the Assam region, there is no difference between the costs of Assam Stone and Tripura Stone. The cost of Assam stone at Dharmanagar is Rs. 1,040|- per thousand cubic feet which is the same as that of the Tripura stone.

(d) No. It is not possible to meet full requirements of stone boulders from areas within Tripura because stone is extremely scarce in the entire State.

(e) **Does not arise.**

Foreign Exchange Earned by I.A.C.

*805. **Shri Vidya Charan Shukla:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the estimated amount of foreign exchange earned directly or indirectly by the Indian Airlines Corporation in the years 1959, 1960 and 1961;

(b) the basis on which these figures have been arrived at; and

(c) the amount respectively of foreign exchange demanded and obtained by the Corporation for its business purposes during the years 1959, 1960 and 1961?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) to (c). Sir, I lay a statement on the Table of the House. [*See* Appendix II, annexure No. 60].

P. & T. Motor Service Section, Delhi

*807. **Dr. Melkote:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the Motor Transport Workers Act, 1961 has not been given effect to in the Delhi Posts and Telegraphs Motor Service Section; and

(b) if so, what action Government have taken or propose to take to implement the provision of the Act and to inquire into the circumstances of its non-implementation?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes.

(b) The applicability of the various provisions of the Act to the Mail Motor Service Organisation is under examination.

Security for Opening new Telephone Office

*808. **Shri Dighe:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any securities are taken by the Posts and Telegraphs Department for opening a new Telegraph Office in the rural area; and

(b) if so, the nature of the security?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes, when the office is expected to work at a loss exceeding the permissible limit.

(b) Bank guarantee or security deposit account from a corporate body; security bonds from individuals.

Nagarjunasagar Dam

*810. **Shri Laxmi Dass:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that twleve cement pillars costing about Rs. 3 lakhs of Nagarjunasagar Dam had been washed away in 1961;

(b) if so, the reasons for the same; and

(c) whether any enquiry has been made in the matter?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) to (c). The information is being collected from the Government of Andhra Pradesh and will be placed on the Table of the House as soon as it is received.

Bridge over Narmada at Barmhan

*812. **Shri Hari Vishnu Kamath:** Will the Minister of **Transport and Communications** be pleased to state:

(a) when the road bridge over the Narmada river at Barmhan (Narsinghpur District Madhya Pradesh) will be constructed;

(b) whether it is a fact that the site was selected and work commenced over 5 years ago; and

(c) if so, the reasons for the inordinate delay?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The bridge is expected to be completed by March 1963.

(b) The bridge site was selected in April 1956, but the work has commenced only in March 1961.

(c) The delay in commencement of the work was mainly due to lack of response to the invitations for tenders and the time taken in negotiations and in settling various technical details and terms of contract with the contractors.

Delta Irrigation Scheme in Orissa

*815. **Shri Surendranath Dwivedy:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether any revised delta irrigation scheme was submitted by the Government of Orissa and whether any extra amount has been made available by the centre for the purpose;

(b) whether it is a fact that the revised scheme excludes the project for the construction of an aqueduct in river Luna, a branch of Mahanadi meant for providing irrigation to flooded areas; and

(c) the details of the revised scheme, if any?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) No, Sir.

(b) and (c). Do not arise.

Nature Cure System

*816. **Shri D. C. Sharma:**
Shri Bhagwat Jha Azad:
Shri Bibhuti Mishra:

Will the Minister of **Health** be pleased to state:

(a) whether the Union Government have appointed a Committee to advise on matters relating to the development of the Nature Cure system of medicine during the Third Five Year Plan period;

(b) if so, the functions of the Committee; and

(c) the progress made so far?

The Minister of Health (Dr. Sushila Nayar): (a) Yes. Sir.

(b) The Committee will advise Government on:

(1) Formulation of a coordinated policy for research in Nature-cure throughout the country.

(2) Steps to be taken for the stimulation of such research; and

(3) Allocation of Central assistance to institutions carrying on research in nature cure

(c) The first meeting of the Committee was held on the 9th May, 1962.

Narmada Valley Development Scheme

*817. **Shri Birendra Bahadur Singh:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the note prepared by the Government of Gujerat on the multipurpose development of the Narmada Valley has since been examined by technical experts;

(b) if so, what is the expert opinion on that; and

(c) what future action is proposed by the Government of India?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) and (b). The note prepared by the Government of Gujerat on the multi-purpose development of the Narmada Valley is still under examination of the Central Water and Power Commission.

(c) The Government are having under consideration the setting up of a suitable Central Organisation for the development of the Narmada Valley. It has been decided to appoint an Officer on Special Duty to work out details and submit a report to Government.

Fishery Training Centre Cochin

*818. **Shri Warior:**
Shri Vasudevan Nair:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have placed firm orders for the necessary machinery and other equipments for the fishery training centre to be started at Cochin; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): (a) No.

(b) Does not arise.

Inland Water Transport

*819. **Dr. Mahadeva Prasad:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the yearly average volume of trade carried on the rivers Ganges, Gharga and Rapti;

(b) whether the possibility of easing the coal transport difficulties in the area served by these rivers has been examined; and

(c) if so, with what result?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The required information has been called for from the State Governments concerned and will be laid on the Table of the Sabha as soon as it is received.

Ratnagiri Port

*820. **Shri Nath Pai:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government propose to declare Ratnagiri Port as an all weather port; and

(b) if so, when?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) Ratnagiri is an intermediate port. Passenger steamer services from Bombay call at Ratnagiri during the fair weather season from September to May. The Intermediate Ports Development Committee has recommended the development of Ratnagiri Port so

that the available facilities during the fair weather season can be improved. For this purpose, certain schemes costing Rs. 15·38 lakhs, recommended by the I.P.D.C., have been included in the Third Five Year Plan. The State Government however prefer making a beginning on the first stage of a long term plan for developing all-weather facilities at a new site *viz.* Miriya Bay. Certain technical investigations for this purpose have been undertaken by the State Government. When the scheme is ready, it will be examined in consultation with the Planning Commission.

Landing facilities at Rajya Sansi Aerodrome, Amritsar

*821. **Shri G. S. Musafir:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that landing of charter planes bringing dry fruits from Afghanistan at Raja Sansi Aerodrome (Amritsar) has been stopped;

(b) whether Government are aware of the difficulties of businessmen in this regard; and

(c) if so, steps taken or proposed to be taken in the matter?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) No. Sir, the landing of charter planes at Raja Sansi Aerodrome (Amritsar) has not been stopped altogether, but due to the unsatisfactory condition of the runway and the taxi track, its use has been restricted with effect from 9th December, 1961, to aircraft having an all-up weight not exceeding 30,000 lbs.

(b) Yes Sir.

(c) Facilities for loading and unloading of four-engined aircraft, engaged in the freight airlift, between India and Afghanistan, have been provided at Palam Airport. Steps are being taken to commission the secondary runway at Raja Sansi into use. As soon as the secondary runway is open to traffic, the main runway will be closed for strengthening.

Non-Supply of Wagons at Alwar

*822. **Shri K. R. Gupta:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that indents for booking of about five hundred (500) wagons have been put up by merchants with Station Master, Alwar Railway Station (Western Railway) within the last fifteen days, and that no wagon has been supplied to any merchant within this period, and as a result of this, a situation threatening to paralyse the whole trade in that market at this peak-season has arisen;

(b) what have been the reasons for non-supply of wagons for such a long period and whether Government are taking steps to arrange for wagons immediately so that trade activities be normalised; and

(c) if immediate supply of wagons is not possible, what are the reasons for the same and when they will be available to clear the standing indents?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) and (c). Do not arise.

Bombay-Goa Shipping Service

*823. **Shri Raghunath Singh:** Will the Minister of **Transport and Communications** be pleased to state whether the resumption of Bombay-Goa shipping service has proved successful and lost trade and passenger service has been revived?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): The Scindia Steam Navigation Company who are running a regular weekly service between Karachi, Bombay and Cochin have included the Port of Marmogao in their Schedule and have commenced calling at that port once a week with effect from 26th January, 1962. The Bombay Steam Navi-

gation Co. who are operating a passenger service on the Konkan Coast have commenced calling at Panjim with effect from 25th February, 1962. There has been a heavy rush of passengers and from the present trend of traffic, it appears that the revival of the service to Goa has been successful.

Power Supply from Mata Tila Dam to M.P.

*824. **Shri Vidya Charan Shukla:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) how much power from the Mata Tila Dam has been promised to Madhya Pradesh and on what terms; and

(b) by what time this power is likely to be available?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) No power from the Mata Tila Dam has so far been promised to Madhya Pradesh.

(b). Does not arise.

Lands Allotted to Jhumias

*825. **Shri Dasaratha Deb:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government are aware that the lands allotted to Jhumias by the Tribal Welfare Department of Tripura are now going to be included within the Garji Forest Reserve, and the recipients of Jhumia grants are facing eviction;

(b) if so, what steps Government propose to take to protect those Jhumias from eviction; and

(c) whether Government propose to exclude the lands preserved by tribals from the Reserve Forest Areas in Tripura?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Certain lands which were allotted to Jhumias, have been included in Garji Forest Reserve. As it is proposed to settle these Jhumias as forest villagers, the question of their eviction will not arise.

(b) Does not arise.

(c) No.

Thermal Power Stations in Andhra Pradesh

*826. **Shrimati Vimla Devi:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that Governments of Czechoslovakia and Poland have offered assistance to install Thermal Power stations in Andhra Pradesh; and

(b) if so, what action has been taken in the matter?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) No, Sir. We are not aware of any such offer.

(b) Does not arise.

U.N. Special Fund for Asian Highways

*827. **Shri Maheswar Naik:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether a U.N. special Fund has been constituted for development of Asian Highways;

(b) on what principle, contribution is made to it by the participating countries;

(c) to what extent, if any, the recommendations of the United Nations Economic Commission for Asia and Far East made at its meeting in Tokyo for grants from the Fund have been given effect to; and

(d) how India is expected to benefit from it?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) No separate U.N. Special Fund has been constituted specifically for the development of Asian Highways. There is, however, already an existing U.N. Special Fund intended for assisting the under-developed countries in their economic development and out of this Fund assistance can be obtained for Asian Highways also.

(b) Contributions to this Fund are made by the participating countries on a voluntary basis and no specific principles as such have been laid down for this purpose.

(c) The question of approaching the U.N. Special Fund for assistance for the Asian Highway Project is being examined by the ECAFE Secretariat in consultation with the members of the Expert Working Groups in the countries in the sub-region comprising Pakistan, Burma, India and Thailand and the matter will be processed further by the ECAFE Secretariat on receipt of the views of those experts.

(d) The ECAFE have recommended the consideration of the use of mechanical equipment worth about $1 million for expediting the development of the priority Route A-1 in India between Silchar and Imphal.

Tawa Project

*828. **Shri Hari Vishnu Kamath:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) the stage which the multipurpose Tawa Project (Hoshangabad district, Madhya Pradesh) has reached; and

(b) when it is expected to be commissioned?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a). The project is in its preliminary stage of construction. Exploratory borings for the dam and the submersible bridge have been completed. Work on approach roads and buildings at dam site is in progress.

(b) The project is expected to be commissioned by 1968.

Nutrition in Rural Areas

*829. **Shri Bibhuti Mishra:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the Government of India are considering a proposal to start a training programme in nutrition for rural areas; and

(b) if so, the details thereof?

The Minister of Health (Dr. Sushila Nayar): (a). Yes, Sir.

(b). A statement giving the main features of the programme is laid on the Table of the Touse. [*See* Appendix II, annexure No. 61].

Accidents Enquiry Committee

*830. **Shri P. C. Borooah:** Will the Minister of **Railways** be pleased to state:

(a) whether Government have been considering the question of reconstitution or appointing more members on the Railway Accidents Enquiry Committee; and

(b) if so, what is Government's decision in this regard?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). The matter is under consideration.

Colouring Vegetable Oil

*831. **Shri Shree Narayan Das:**
Shri Raghunath Singh:
Shri Sinhasan Singh:
Shri Prakash Vir Shastri:
Shri Bishwanath Roy:
Shri Y. S. Chaudhary:
Shri Daljit Singh:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the Central Drug Research Institute,

Lucknow has discovered a substance for colouring vegetable oil;

(b) if so, the nature of substance so discovered; and

(c) the cost of the substance?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): (a) to (c). The Central Drug Research Institute, Lucknow has suggested the use of Ratanjot root dye for colouring Vanaspati. Studies are still in progress to find its toxicity and to determine whether it is safe for human consumption. The cost of colouring Vanaspati with this substance has been estimated by that Institute to be about 0.6 nP per pound, that is Rs. 13.35 per tonne.

Railway Employees on Duty at Kumbh Mela

***832. Shri Subodh Hansda:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that Kumbh Mela duty-men at Hardwar were not paid their salaries for March 1962 in time;

(b) if so, the reasons therefor;

(c) whether any advance payments were made to them while deputing them from various Railways to Mela duty;

(d) if so, the amount of advances paid to them; and

(e) the steps taken in the matter?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a). No, Sir.

(b). Does not arise.

(c) and (d). Yes. Advance of T.A. was given as indicated below:

Railway	Amount
Northern	Rs. 12,389
Western	Rs. 3,820

(Information from other Railways not yet received).

(e) The staff who applied for the advance of T.A. were sanctioned the same.

Railway Wagon Factory at Quilon

***833. Shri P. Kunhan:** Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 1881 on the 3rd May, 1961 and state:

(a) whether the proposal of the Kerala State Government for the establishment of a Metre Gauge Railway Wagon Factory at Quilon has been considered and decision taken thereon; and

(b) if so, the Government's decision thereon?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a). Yes, Sir.

(b). The Government have not agreed to the proposal.

Pamba-Kakki Hydro-Electric Project

*834. **Shri Raghunath Singh.**
Shri Mohsin:
Shri E. Madhusudan Rao:
Shri A. V. Raghavan:
Shri A. K. Gopalan:
Shri Warior:
Shri Vasudevan Nair:
Shri M. K. Kumaran:
Shrimati Maimoona Sultan:
Shri Kolla Venkiah:
Shri P. C. Borooah:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that U.S.A. has agreed to grant a loan of 25 crores to finance the entire anticipated cost of the 300,000 K.W. Pamba-Kakki Hydro-electric Project in Kerala; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Irrigation and Power. (Shri

Alagesan): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) and (b). The U.S. Government has communicated to the Government of India their approval for a loan of $20.2 million (Rs. 9.6 crores) to finance the foreign exchange cost of the Pamba-Kakki Hydro-electric Project. In respect to the rupee cost of the project amounting to Rs. 15.31 crores, it is the intention of the Government of India to enter into an agreement by which the U. S. Government will give to the Government of India a loan from the P. L. 480 counter-part funds, to be drawn in reimbursement of the expenditure to be incurred on the project. No loan agreement either in respect of the dollar portion or the rupee portion has, however, yet been signed.

Tetanus, Diptheria among Children

*835. **Shrimati Vimla Devi**: will the Minister of **Health** be pleased to state:

(a) whether it is a fact that large number of children die of tetanus, whooping cough and diphtheria in early childhood;

(b) if so, their number during the last 5 years; and

(c) whether in view of the fact that triple antigen is an effective prevention for these, Government have considered the question of freely distributing triple antigen to doctors for immunising infant population against these deadly diseases?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). Information regarding deaths from tetanus is not available. Such information as is available in respect of deaths from whooping cough and diphtheria among children recorded in certain States during the years 1956—60 is given in the statements laid on the Table of the House. [*See* Appendix II, annexure No. 62 and 63 respectively].

(c) No such proposal is under consideration.

Over-bridge at Tirur in Kozhikode

1363. **Shri Koya**: Will the Minister of **Railways** be pleased to state:

(a) the number of Railway crossings in the Kerala State;

(b) the number of over-bridges constructed since 1947;

(c) whether Government are aware of the difficulties and hardships caused to road passengers by the frequent closing of the Railway gate at Tirur in Kozhikode District;

(d) whether Government are aware that the gate is closed even for shunting as the same is very near to the station;

(e) whether Government have surveyed the cost of an over-bridge at Tirur; and

(f) whether the Government will consider the question of constructing an over-bridge at Tirur in the Five Year Plan period?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) 369 level crossings including cattle crossings.

(b) Construction of one Road over-bridge at Kokkalai level crossing near Trichur (Mile S.20/6-7) has been completed and four over-bridges are in progress.

(c) and (d). The level crossing is very close to the station, and as both the road and rail traffic at this point are heavy, the traffic is held up but the detention normally does not exceed 10 minutes at a time.

(e) and (f). The scheme for road over or under-bridge in place of existing level crossing has to be sponsored by the State Government. There has been no proposal from the Government of Kerala for a road over/under bridge at Tirur station in replacement of the existing level crossing, during the Third Five Year Plan.

राजस्थान में नलकूप

१३६४. **श्री तान सिंह :** क्या **खाद्य तथा कृषि मंत्री** यह बताने की कृपा करेंगे कि :

(क) राजस्थान में नलकूप खनन संगठन द्वारा कहां पर सफलतापूर्वक कुएं खोदे गये हैं;

(ख) प्रत्येक कुएं में कितना जल प्राप्त होने की क्षमता है ;

(ग) किन कुंओं से जल का उपयोग उन की क्षमता के ५० प्रतिशत या अधिक मात्रा में अब हो रहा है;

(घ) अन्य श्रेणी के कुएं कितने हैं;

(ङ) उन पर कितना खर्च केन्द्रीय राज्य सरकार को वहन करना पड़ा है;

(च) वे अब तक प्रयोग में क्यों नहीं लाये जा रहे हैं; और

(छ) इस योजना के अन्तर्गत राजस्थान में और कहां-कहां कुएं खोदे जाने को हैं, तथा कब ?

रेलवे मंत्रालय में उपमंत्री (श्री अ० म० थामस) : (क) और (ख) एक विवरण सभा पटल पर रखा गया है। [**देखिये** परिशिष्ट २, अनुबन्ध संख्या ६४]

(ग) से (ङ) सफलता प्राप्त कुंओं को उपयोग में लाने की जिम्मेदारी सम्बन्धित राज्य परियोजना अधिकारियों की है। उन से प्रार्थना की जा रही है कि आवश्यक जानकारी भेजें।

(च) जानकारी इकट्ठी की जा रही है और सभा की पटल पर रख दी जायेगी।

(छ) पहले से निर्धारित कार्यक्रम में जयसलमेर में आठ अधिक स्थानों में, बारमेर में १० और जोधपुर में एक स्थान में ड्रिलिंग करना है। जब अन्य प्राथमिकता स्थानों की राज्य सरकार की सूची उपलब्ध होगी तब तिरिक्त स्थानों के अन्तिम चुनाव के लिये प्रारम्भिक रूप में भू-विज्ञान गवेषणा का कार्य आरम्भ किया जायेगा।

Dry Dock at Visakhapatnam

*1365. **Shri D. C. Sharma:**
Shri Eswara Reddy:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the construction work of Dry Dock at Visakhapatnam has been started;

(b) if so, the progress made so far; and

(c) the total allocations for the purpose and the amount spent so far?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a). Not yet.

(b) Does not arise.

(c). An allocation of Rs. 2:00 crores for this Project has been made in the Third Plan against which no amount has been spent so far.

Provision of Fans in Coaches

1366. Shri Ulaka: Will the Minister of **Railways** be pleased to state:

(a) the number of third class coaches plying on the broad gauge between Waltair and Raipur and that on the narrow gauge between Naupada Junction and Gunupur which are not provided with fans;

(b) how long it would take to supply them with fans;

(c) whether there is any proposal by Government to convert the existing narrow gauge line (from Naupada to Gunupur) into a broad gauge; and

(d) if not, whether any measures have been taken to improve the speed of the train on the said narrow gauge lines?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) All III class coaches earmarked for the train services bet-

ween Raipur and Waltair are fitted with fans.

None of the 12 narrow gauge III class coaches running on Naupada-Gunupur section is fitted with fans.

(b) On Raipur-Waltair section, the question does not arise.

On the Naupada-Gunupur section, due to low speeds and the very limited electrical generation obtaining on the run, it is not possible to increase the existing electrical load of the coaches by fitting fans.

(c) There is no proposal for conversion of this section into broad gauge during the Third Plan.

(d) The present standard of the track does not permit higher speed on this N. G. section. The question of effecting improvement to the track to permit higher speeds will be considered after a decision is taken as to whether it will be converted to broad gauge or not.

Booking Office and Waiting Hall on S. E. Railway

1367. Shri Ulaka: Will the Minister of **Railways** be pleased to state:

(a) whether Government are aware of the fact that due to the absence of a Booking Office and Waiting Hall at halt station of Paravatipuram town and a Waiting Hall at Singhpur Road on the South Eastern Railway, great hardship is caused to the passengers; and

(b) if so, what Government propose to do in this regard?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No, Sir. The existing booking office and waiting hall facilities at Parvatipuram and the waiting hall at Singhpur are considered to be adequate at present.

(b) However, the Railway administration is contemplating to extend the existing waiting hall at Parvatipuram.

Annual Income on Naupada-Gunupur (S.E.) Railway Line

1368. Shri Ulaka: Will the Minister of **Railways** be pleased to state:

(a) the annual income on account of freights and fares from the narrow gauge line on the South Eastern Railway between Naupada and Gunupur from the date of nationalisation to March 1962;

(b) the number of passengers and load of goods carried by the said railway line for the aforesaid period; and

(c) the annual expenditure on the said railway line?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). The information is not readily available. It has been called for from the Railway and will be laid on the Table of the House as soon as it is received.

ब्रह्मना (कानपुर) रेलवे स्टेशन

१३६९. **श्री कृष्ण देव त्रिपाठी** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कारण है कि ब्रह्माना स्टेशन को जो कानपुर–बालामऊ रेलवे लाइन (उत्तर रेलवे) पर हाल्ट स्टेशन था, १९४० में उक्त लाइन के टूट जाने के बाद जब यह फिर बिछा कर चालू की गई यह स्टेशन न तो हाल्ट स्टेशन रहा और न वहां फ्लैग स्टेशन स्थापित किया गया ;

(ख) क्या सरकार का ध्यान स्थानीय लोगों ने समय-समय पर इस ओर दिलाया है कि वहां के यात्रियों की असुविधा दूर करने के लिये ब्रह्माना स्टेशन फिर चालू किया जाये ;

(ग) क्या सरकार यहां निकट भविष्य में पुनः स्टेशन खोलेगी; और

(घ) क्या सरकार इस रेलवे लाइन पर जो पहले हाल्ट स्टेशन थे उन्हें पुनः किसी रूप में चालू करने का इरादा रखती है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० राम स्वामी): (क) से (ग). १९५४ में इस लाइन के फिर से चालू होने के तुरन्त बाद और फिर १९५६ में सफीपुर और माखी स्टेशनों के बीच बाल्ना हाल्ट खोलने के लिये प्रतिवेदन मिले जिन पर विचार किया गया। लेकिन पर्याप्त औचित्य के अभाव में प्रस्ताव माना न जा सका।

(घ) सूचना मंगायी जा रही है और सभा-पटल पर रख दी जायेगी।

Extension of Indo-Norwegian Project

1370. Shri M. K. Kumaran: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether there is a proposal to extend the operation of the Indo-Norwegian Project to other parts of Kerala State; and

(b) if so, the details of such proposal?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): (a). Yes.

(b) The activities of the Project were previously confined to Neendakara and Cochin areas of Kerala State. It is proposed to extend the activities in the first instance to Cannanore. It has not so far been decided to what other areas the Project will be extended.

P&T Examinations

1371. Shri Buta Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the Posts and Telegraphs Department supplies marks obtained by the candidates appearing in the Inspectors of Post Offices and Inspectors of R.M.S. examinations on payment; and

(b) if so, reasons for not supplying the marks free to all the candidates like the U.P.S.C.?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a). Yes, Sir.

(b) The Union Public Service Commission generally charges a fee for appearing in an examination but no fee is charged for appearing in the Inspectors' examination.

Town Inspectors and Wireless Licensing Inspectors of Post Offices

1372. Shri Buta Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that there is no reservation for the members of scheduled castes and scheduled tribes in the categories of Town Inspectors and Wireless Licensing Inspectors of the Post Offices;

(b) whether it is also a fact that there was reservation for scheduled castes and scheduled tribes in these categories in the year 1957;

(c) if so, the reasons for withdrawing reservation; and

(d) steps Government propose to take to restore reservation in above categories?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes, Sir.

(b) No.

(c) The posts of Town Inspectors and Wireless License Inspectors are borne in the clerical cadre with a special pay. Appointments to these posts cannot be considered as promotions. Hence the question of applying reservation orders to these posts does not arise

(d) Does not arise.

Annual Report of P. & T.

1373. Shri Buta Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the Posts and Telegraphs Directorate does not include the figures relating to the strength of the Scheduled Castes and Scheduled Tribes Employees of the department in the annual reports;

(b) if so, the reasons for not showing the above figures; and

(c) steps Government propose to take to include figures of Scheduled Castes and Scheduled Tribes employees in the annual reports?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes.

(b) and (c). It is proposed to include this information in future in the annual reports.

Linking of Kotah with Ajmer and Bhopal

1374. Shri Brij Raj Singh: Will the Minister of **Railways** be pleased to state:

(a) whether there is a proposal to link Kotah by rail from both Ajmer and Bhopal;

(b) if so, when Government are taking up this matter and how soon the work will start;

(c) if not, what action Government propose to take for opening up the interior; and

(d) whether there are any other rail links under consideration to link Kotah with some other parts of the country?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No.

(b) Does not arise.

(c) Kotah and Bhopal are already connected by two broad gauge lines *via* Bina and Nagda. Rail connection also exists between Ajmer and Kota *via* Ajmer-Phulera-Jaipur-Sawai Madhopur metre gauge and Sawai Madhopur, Kota broad gauge line. Funds made available for construction of new lines during the Third Plan being limited, there is no chance of construction of any additional lines between Kota and Bhopal or Kota and Bina being taken up in near future.

(d) No.

Parvatipuram Town Railway Station

1375. Shri Satyanarayana: Will the Minister of **Railways** be pleased to state:

(a) whether there has been any proposal to convert Parvatipuram Town Railway station into a flag station;

(b) if so, when it is expected to be completed; and

(c) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) It is expected that the construction would be completed by October, and the flag station opened by about December, 1962.

(c) Does not arise.

Development of Forests

1376. Shri Rameshwar Tantia: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Government have prepared a fifteen-year scheme for the expansion of forests and development of trees; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) In view of the very wide gap between demand for timber and other forest produce and the existing sup-

plies, it has been considered necessary to undertake immediately a special programme for plantations of fast-growing species of timber which will be over and above the normal plantation programmes of the State Forest Departments. This project aims at covering an area of one lakh acres every year for the next 15 years. A provision of Rs. 275 lakhs has been made for it in the Third Plan as a Centrally sponsored measure. This amount will be given to State Governments as grant at an average rate not exceeding Rs. 200 per acre of plantations actually undertaken by them. During the first year of the Third Plan, a sum of Rs. 8.31 lakhs was provided to various States for raising nurseries and undertaking other preliminary work for setting up plantations. During the second year (1962-63), a sum of Rs. 51,69,700 has so far been administratively approved.

Expansion of Telephone Exchanges in Delhi

1377. Shri Rameshwar Tantia: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that Government have recently sanctioned plans for expansion of an exchange building to accommodate the extra lines in Delhi;

(b) whether it is also a fact that the capacity of the Karol Bagh exchange is sought to be raised; and

(c) if so, the details thereof?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes.

(b) Yes.

(c) Statement is laid on the Table of the House.

STATEMENT

Jor Bagh Exchange Building:

Plans and estimates for an extension to the existing building to accommodate up to additional 9,000 lines of telephone exchange equipment have been sanctiontd at an estimated cost of Rs. 1,33,000. This extension will be by adding another floor to the existing building.

Karol Bagh Exchange Building:

Plans and estimates for extension on the Western side of the Karol Bagh Exchange building have been sanctioned at an estimated cost of Rs. 1,01,600. This building extension, when completed, will accommodate 2000 lines of automatic exchange equipment.

There is also a proposal for extension of the Karol Bagh Exchange building on the Eastern side to accommodate 8,000 lines. The preliminary plans for this work have been approved.

Vishakhapatnam Port

1378. Shri Raghunath Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any steps have been taken to implement the reclamation scheme at Vishakhapatnam Port; and

(b) what progress has been made in this respect?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Reclamation at Vishakhapatnam Port is a continuous process ever since its inception. Barring a few places like the Dry dock and Portland Park, the entire port including the manganese dumps, quay berths, Administrative Offices, residential accommodation, jetty berths, cargo berths, marshalling yards and steel dumps, the Hindustan Shipyard, the Naval Establishment etc. are all sited on reclaimed land.

2. The reclamation started in 1931-32 is still in progress and will continue for a long time to come. So far, about 690 acres of land have been reclaimed.

3. The dredged spoils from the outer channel of the port, which were being dumped far out into the sea in the past, are now pumped from the hoppers of the dredger into the basin formed by the new berths in the Northern Arm and repumped to places requiring reclamation.

4. The following reclamation works have been taken in hand or proposed to be undertaken:

	(Rs. in lakhs)	Present stage
(i) Reclamation of 5·70 acres of land by transporting earth by ballast trains and filling the swampy area for construction of Labour Dormitories	0·6	Work in progress
(ii) Reclamation of 50 acres of land by spreading the muck coming out from the sinking of the monoliths of the West Ore Berths and East Cargo Berths under construction as part of the Additional Berths Scheme	2·00	Work in progress
(iii) Reclamation of 55 acres of land by dredging the Northern Basin as part of the Additional Berths Scheme	2·40	Work proposed to be taken up in 1963-64.

Supply of Chemical Fertilisers

1379 { **Shri Subodh Hansda:** / **Shri S. C. Samanta:**

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the suggestion for supplying chemical fertilizer on easy terms by the International Rice Commission to Director General of Food and Agriculture Organisation has been accepted;

(b) if so, whether any fertilizers have been received by the Government of India under this programme; and

(c) what is the difference of price of fertilizers under this easy term?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Government of India have no information as to whether the Director-General, Food and Agriculture Organisation, has accepted or not the suggestion of the International Rice Commission regarding supply of chemical fertilisers on easy terms to countries of Asia and Far East Region.

(b) No.

(c) Does not arise.

International Agencies on Health

1380. { **Shri Shree Narayan Das:** / **Shri P. C. Borooah:** / **Shri Bhagwat Jha Azad:**

Will the Minister of **Health** be pleased to state:

(a) the important subjects discussed and deliberated upon in the Conference of International agencies which met in New Delhi recently to consider in which directions their assistance to India's major health programme could be improved or utilised more effectively;

(b) the nature of recommendations made and decisions taken; and

(c) whether as a result of the decisions of the Conference, any special branch of health programme is going to be taken up?

The Minister of Health (Dr. Sushila Nayar): (a) to (c). The conference was called to review the working of the various health schemes which are being implemented with the assistance of the International agencies.

It was more for a free exchange of views than for making any special recommendations.

A statement showing the subject discussed and the views expressed at the conference is laid on the Table of the House. [*Placed in Library, See No.* LT-125/62].

दिल्ली रेलवे स्टेशन पर बिजली का जीना

१३८१. { श्री म० ला० द्विवेदी :
श्री स० चं० सामन्त :
श्री रामकृष्ण रेड्डी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली रेलवे स्टेशन पर बिजली के चलते-फिरते जीने की जो व्यवस्था की गयी थी उस पर मूल्य, यातायात और लगाने में कितना व्यय पड़ा था ;

(ख) इस जीने के लगाने का क्या प्रयोजन था और यह प्रयोजन कहां तक पूरा हुआ है ;

(ग) इस का उपयोग यात्री कहां तक करते हैं ;

(घ) यह कितनी बार खराब हुआ;

(ङ) उसके क्या कारण थे ; और

(च) क्या इसे खोल कर इसके निर्माता कारखाने को वापस भेजने का कोई विचार है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) एस्केलेटर उत्तर रेलवे के कारखानों में बनाया गया था । इसको तैयार करने और लगाने में लगभग १,५०,००० रुपये की लागत आयी ।

(ख) एस्केलेटर परीक्षण के लिय बनाया गया था । इसका उद्देश्य यह था कि देश में इसका खाका तैयार करने और इसके निर्माण की क्षमता विकसित की जाय, ताकि इससे जो अनुभव हो उसके आधार पर दूसरे बड़े स्टेशनों पर भी यह सुविधा की जा सके । इस उद्देश्य में यहां तक सफलता मिली है कि परीक्षण के लिये एस्केलेटर बनाना संभव हो गया है ।

(ग) चूंकि इस देश में एस्केलेटर का खाका बनाने और उसके निर्माण का यह पहला परीक्षण था, इस लिये इसे ऐसी जगह पर लगाना उचित समझा गया जहां कम गाड़ियां आती हों ताकि इसके बिगड़ जाने पर यात्रियों को यथा-संभव कम से कम असुविधा हो । इसलिये यात्रियों द्वारा इसका इस्तेमाल सीमित रूप से किया जा रहा है ।

(घ) एस्केलेटर १४.४.१९६१ को लगाया गया था और उसी दिन से इस्तेमाल में आने लगा है । शुरू में सितम्बर, १९६१ तक एस्केलेटर सामान्य रूप से चालू रहा और इस अवधि में तीन बार दो-दो दिन तक बन्द रहा । नवम्बर, १९६१ से मार्च, १९६२ के अन्त तक एस्केलेटर २८ दिन, अर्थात नवम्बर और जनवरी में एक-एक सप्ताह, फरवरी में १२ दिन और मार्च में दो दिन बन्द रहा ।

(ङ) एस्केलेटर खास तौर पर अनुरक्षण, देख-भाल और कुछ घिसे हुए पुर्जों के बदलाव के लिये बन्द रहा ।

(च) जी नहीं । चूंकि एस्केलेटर परीक्षण के लिये लगाया गया है और अभी यह देखना है कि यह कितना उपयोगी सिद्ध होता है, इसलिये इसको हटाने का सवाल नहीं उठता । इसके कुछ पुर्जों के लिये देश में उपयुक्त सामान तैयार करने में कुछ प्रारंभिक कठिनाइयां आई, लेकिन आशा है कि ये कठिनाइयां दूर हो जायेंगी और परीक्षण यथा-शीघ्र सफल होगा ।

Migratory Birds in Kerala

1382. { **Shri Warior:**
Shri Vasudevan Nair:

Will the Minister of **Health** be pleased to state:

(a) whether any investigation has been made regarding migratory birds spreading germs of contagious diseases in Kerala; and

(b) if so, the result thereof?

The Minister of Health (Dr. Sushila Nayar): (a) No report regarding migratory birds spreading germs of contagious diseases in Kerala has been received by the State or the Central Government, and no investigation has therefore been made.

(b) Does not arise.

Rotary Wing Aircraft

1383. **Shri Raghunath Singh:** Will **the Minister of Transport and Communications** be pleased to state:

(a) whether Government are aware **of the manufacture of Rotary Wing** Aircraft which had test flights from Patiala aerodrome on the 2nd April 1962, with a speed of 100 m.p.h. with a service ceiling of 13,000 feet and to cruise 27 miles on a gallon of ordinary automobile petrol; and

(b) if so, the details of the aircraft?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). It is a fact that an autogiro type of aircraft, powered by a 72 H.P. engine, with accommodation for a single pilot, was flown from Patiala on 2nd April, 1962. This aircraft is amateur —built and presently restricted to a flight of only 10 ft. above ground. The performance figures given in part (a) of the question are merely estimates of the designer at present.

नालियां और खड्डे

१३८४. **श्री बाल्मीकी:** क्या सामुदायिक विकास, पंचायती राज और सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) राज्यवार अप्रैल, १९६२ तक ग्रामों में खड्डे तथा नाली बनाने में क्या प्रगति हुई है ;

(ख) क्या यह सच है कि बहुत कम हरिजन बस्तियों को इस प्रयोजन के लिये लिया जा रहा है ; और

(ग) यदि हां, तो सरकार इस अनियमितता को दूर करने के लिये क्या कदम उठा रही है ?

सामुदायिक विकास, पंचायती राज और सहकार मंत्रालय में उपमंत्री (श्री ब० सू० मूर्ति) :

(क) सितम्बर १९६१ तक जो नालियां बनाई गई उनके बारे में आंकड़े सभा पटल पर रखे गये विवरण में दिये गये हैं **[देखिए परिशिष्ट २, अनुबन्ध संख्या ६५]**

(ख) व (ग) खंड हरिजन कालोनियों के बारे में अलग हिसाब नहीं रखते हैं, किन्तु उन्हें जारी किये गये अनुदेशों में इस बात पर बार-बार बल दिया गया है कि खंड की निधि में से खर्च करते समय हरिजन तथा कमजोर वर्गों को प्राथमिकता दी जानी चाहिये ।

Housing and Agricultural Labour

1385. **Shri Balmiki:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of plots of land allotted during the year ending the

31st March, 1962 to the agricultural labour for housing purposes;

(b) the State in which the maximum land was allotted for this purpose; and

(c) the other assistance provided for the construction of houses?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). The information is being collected from the State Governments and will be placed on the Table of the Sabha.

उत्तर रेलवे में हरिजनों के लिये प्रविधिक पद

१३८६. **श्री बाल्मीकी :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे में अभी बहुत से ऐसे प्रविधिक पद हैं जो हरिजनों के लिए रक्षित हैं और खाली पड़े हैं ;

(ख) उनको भरने के क्या प्रयत्न किये जा रहे हैं ; और

(ग) अप्रैल, १९६२ तक १,२,३, और ४ श्रेणी के कितने पद खाली थे और उनकी किस प्रकार पूर्ति की जा रही है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी): (क) तीसरे दर्जे के कुछ पद खाली पड़े हैं ।

(ख) खाली जगहों को भरने के लिए समय-समय पर विज्ञापन निकाले जाते हैं ।

(ग) तीसरे दर्जे के तकनीकी कोटि के ५१ पद अभी खाली हैं । इनके लिए डिग्री या डिप्लोमा की अर्हता रखी गयी है । समाचार पत्रों में समय-समय पर विज्ञापन दिये जाते हैं, तिस पर भी अपेक्षित अर्हता वाले अनुसूचित जातियों के उम्मीदवार नहीं मिलते । इन पदों के लिए उपयुक्त व्यक्ति पाने का प्रयत्न जारी है ।

High Blood Pressure

1387. **Shri Raghunath Singh:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that a Brazilian pharmacologist has discovered a drug claimed to be the most powerful agent so far to cure cases of high blood pressure; and

(b) if so, whether the drug will be useful in India?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). The drug "Bradicinina", discovered by a Brazilian pharmacologist, is still in the experimental stage and as such it is too early to say if the drug will be useful in India or not.

पुलिस द्वारा बिना टिकट यात्रा को बढ़ावा

१३८८. **श्री प० ला० बारूपाल :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे में चलने वाले पुलिसमैन यात्रियों से सांठगांठ करके बिना टिकट सफर कराते हैं और उनसे आधा या पौना किराया लेकर रेलवे कर्मचारियों से मिल कर उन को स्टेशन के दरवाजे से बाहर निकाल देते हैं ; और

(ख) क्या रेलवे मंत्रालय स्वयं अपनी पुलिस (आर० पी० एफ०) नहीं रख सकता है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) :

(क) कुछ ऐसे मामले नोटिस में आये हैं जिनमें रेलवे पुलिस के सिपाही यात्रियों को बिना टिकट ले जाते हुए पाये गये हैं । लेकिन पुलिस के साथ रेल कर्मचारियों की सांठ गांठ का कोई सबूत नहीं मिला है ।

(ख) रेलवे पुलिस की जगह रेलवे सुरक्षा दल के कर्मचारियों को विधानतः नहीं रखा जा सकता ।

डी० एस० कार्यालय, बीकानेर द्वारा नियोजित अनुसूचित जाति के कर्मचारी

१३८६. **श्री प० ला० बारूपाल** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के बीकानेर डिवीजन के डी० एस० कार्यालय द्वारा गत वर्ष चतुर्थ श्रेणी के कितने कर्मचारियों की नियुक्ति की गयी थी ; और

(ख) उक्त कर्मचारियों मे अनुसूचित जाति के कितने सदस्य हैं और उसमें बीकानेर डिवीजन में रहने वाले कितने हैं ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) २०३ ।

(ख) १० सभी बीकानेर डिवीजन के रहने वाले हैं ।

Supply of Milk Powder to Manipur

1390. Shri Rishang Keishing: Will the Minister of **Health** be pleased to state:

(a) the quantity of milk powder allotted to Manipur in 1961;

(b) whether it is a fact that the milk powder so allotted was lifted by the Apex Co-operative Societies at Imphal and Churachandpur;

(c) if so, the expenditure incurred by the societies in bringing the milk powder from Calcutta to Imphal; and

(d) the way in which the milk has been disposed off?

The Minister of Health (Dr. Sushila Nayar): (a) A total quantity of 50 Metric tons of milk powder was allotted by the Ministry of Food and Agriculture to Manipur for public sale during 1961-62. Besides, a quantity of 21.076 tons of milk powder was donated by the Red Cross and UNICEF.

(b) Out of this 50 tons allotted for public sale, 25 tons was lifted by the Manipur Apex Co-operative Marketing Society Ltd., Imphal and the balance 25 tons by the Tribal Kalyan Primary Co-operative Marketing Society Ltd., Churachandpur.

(c) The actual expenditure incurred by the Manipur Apex Marketing Co-operative Society Ltd., Imphal, and the Tribal Kalyan Primary Marketing Society Ltd., Churachandpur, in lifting the milk consignments of 25 metric tons each from Calcutta to Imphal was Rs. 7,029·52 and Rs. 6,867·75 respectively on account of transport charges at Calcutta, Railway Freights, Handling charges, Motor freights from Dimapur to Imphal and journey expenses of the Officers of the Societies deputed to Calcutta. These are exclusive of the price of milk which amounts to Rs. 37,492.00 for 25 metric tons.

(d) The Societies sell the milk powder to consumers and retailers on wholesale and retail basis at prices fixed by the Manipur Administration, *viz.*, Rs. 50.00 per bag of 56 lbs. and Re. 1 per lb.

The milk powder donated by the Red Cross and the UNICEF was distributed free through the Maternity and Child Welfare and Public Health Centres, allied Institutions, Schools, etc.

Flood Control in Andhra Pradesh

1391. Shri Yallamanda Reddy: Will the Minister of **Irrigation and Power** be pleased to state the details of the flood controlling schemes sanctioned under Third Plan period in Andhra Pradesh?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): No flood control scheme for the Third Plan period has so far been approved.

Working Hours for Postal Staff

1392. Shrimati Renu Chakravartty: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the regular establishment staff under Manager, Telegraph Workshops, Controlling of Telegraphs Stores and Accounts Officer, Telegraph Stores and Workshops, Calcutta were always having duty hours identical with Administrative Office staff so long;

(b) if so, why the regular establishment hours have been increased now to 45 hours while the administrative office staff have to put in only 37½ hours after acceptance of Second Pay Commission's recommendation; and

(c) whether there is to be proportionate increase in emoluments?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes.

(b) The Second Pay Commission has recommended that in establishments in which industrial and non-industrial staff work together, the non-industrial staff should observe the same working hours as Industrial staff when the nature of their duties is such that their presence throughout is necessary for efficient working of the Industrial Staff. This recommendation has been accepted by the Government. Accordingly the working hours of the regular staff in these establishments were brought on par with those of the Industrial staff. These orders have since been held in abeyance for further consideration.

(c) Does not arise.

Railway Service Commission

1393. Shri Nambiar: Will the Minister of **Railways** be pleased to state:

(a) whether the Railway Service Commissions are separate units unconnected with the Zonal Railway Systems; and

(b) in what manner and from where the staff of the Service Commissions are drawn?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) The staff of the Railway Service Commissions are drawn from the Railway Administrations whose recruitment is catered to by the Commission concerned. Such staff are taken on transfers to the Commissions normally for a period of 3 years. On the expiry of this, they are replaced by fresh staff from the Railways.

Assistant Labour Welfare and Vigilance Inspectors

1394. Shri Nambiar: Will the Minister of **Railways** be pleased to state:

(a) the criteria for selecting the Assistant Labour Welfare Inspectors and Vigilance Inspectors in Railways; and

(b) what considerations are there for not making these selections as in the case of other categories based on seniority-cum-suitability tests?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The posts of Assistant Labour Welfare Inspectors in scale Rs. 205—280 (AS) are filled on the basis of selection from amongst volunteers working in different Departments in the next two lower grades, subject to their possessing a minimum period of railway service as decided by each Railway administration. Such candidates are also required to have an aptitude for social welfare work and a fair knowledge of establishment rules. The posts of Vigilance Inspectors are filled on the basis of special selection made by the General Manager concerned.

(b) For the posts of Vigilance Inspectors, the staff concerned are required to posses a flair for vigilance work and should be good in conducting enquiries, with special requisites

of character and conduct for such work and their requirements cannot be fulfilled by promoting staff on the basis of seniority-cum-suitability.

Aerodromes

1395. Shri Koya: Will the Minister of **Transport and Communications** be pleased to state:

(a) how many aerodromes Government propose to construct during the Third Five Year Plan period;

(b) whether Government are aware of the difficulties and hardships caused to the people and merchants of the West Coast as there is no aerodrome in Calicut; and

(c) if so, whether Government propose to construct an aerodrome at Calicut?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (c). The question of constructing new aerodromes under the Third Five Year Plan is still under consideration. A provision of Rs. 85 lakhs exists for the purpose in the Plan.

(b) A proposal to construct an aerodrome at Kozhikode (Calicut) was examined by Government but as it was found that there was not sufficient traffic potential at Calicut because of two aerodromes nearby, namely Cochin and Coimbatore, the proposal was dropped. The West Coast is well served by airports at Bombay, Belgaum, Dabolim (Goa), Mangalore, Cochin and Trivandrum.

Ticketless Travelling by Government Employees

1396. Shri D. N. Tiwary: Will the Minister of **Railways** be pleased to state:

(a) the steps taken against those Government employees who are found and caught travelling without tickets during 1961-62; and

(b) the number of Government servants detected travelling without tickets on different Railway Zones and number of those who have been proceeded against?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Government employees detected travelling without tickets are dealt with in the same manner as other passengers detected travelling without tickets. In addition a report is made to their respective departments for appropriate disciplinary action, when their identity is known.

(b) Separate statistics of Government Servants detected travelling without tickets are not maintained by Railways.

Surcharges on Railway Tickets for Places of Pilgrimage

1397. Shri D. N. Tiwary: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the collection charges of surcharges on Railway tickets for places of pilgrimage have been reduced;

(b) whether it is also a fact that surcharges on railway tickets have recently been increased; and

(c) if so, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No. Prior to 1st October, 1955, there was no uniformity in the rate of collection charges on the Indian Railways. With effect from 1st October, 1955, a uniform rate of 3 per cent. for the cost of collection was fixed. This was fixed to cover the actual cost of collection by Railways. This rate was revised to 3·5 per cent. with effect from 1st October, 1960, due to the increase in the cost of collection consequent on increase in wages.

(b) Yes, in some cases.

(c) The increase in the rates of surcharge is solely as a result of representations from the concerned State Governments or other bodies

requiring increased funds for providing efficient services such as sanitary, medical, water etc., at present day increased costs for the convenience of the floating pilgrim population.

Dispensaries in Tripura

1398. Shri Dasaratha Deb: Will the Minister of **Health** be pleased to state:

(a) the total number of dispensaries in Tripura that are being run at present without qualified medical officers; and

(b) the steps taken to get qualified medical officers for hospitals and dispensaries in Tripura?

The Minister of Health (Dr. Sushila Nayar): (a) Eighteen.

(b) The shortage of qualified doctors is mainly in the rural areas. The difficult means of communication, lack of amenities and high cost of living in Tripura are the main reasons which deter the qualified doctors from serving in the rural areas. Vigorous efforts are, however, being made both by the Administration as well as the Tripura Territorial Council to remove these difficulties. With a view to attract more qualified doctors from outside, a proposal for grant of non-practising allowance to them in the Primary Health Centres under the Tripura Territorial Council is under consideration of the Government of India. In order to mitigate the shortage of doctors, superannuated doctors are being appointed on re-employment basis till the situation improves. Efforts are also being made to fill the posts by qualified medical graduates through the Union Public Service Commission.

Ring Wells and Tube Wells

1399. Shri Dasaratha Deb: Will the Minister of **Health** be pleased to state:

(a) the total number of villages in Tripura;

(b) the total number of ringwells and tube-wells set up so far in rural areas to provide drinking water;

(c) the total number of ringwells and tube-wells to be set up in 1962-63 in rural areas;

(d) whether more ringwells and tube-wells are considered to be necessary; and

(e) steps taken to provide them?

The Minister of Health (Dr. Sushila Nayar): (a) 3,626.

(b) (i) Tube-wells—1,226

(ii) Masonry wells—251.

(iii) R.C.C. wells—237.

(iv) Partly lined wells—138.

(c) (i) Tube-wells—270.

(ii) R.C.C. wells—40.

(d) Yes.

(e) Rs. 9 lakhs are proposed to be spent in 1963-64, 1964-65 and 1965-66 at the rate of Rs. 3 lakhs each year for the village water supply scheme under the Local Development Works Programme.

New Medical Colleges

1400. Dr. L. M. Singhvi: Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 558 on the 3rd May, 1962 and state:

(a) the extent of shortage of new medical graduates; and

(b) what are the criteria for location of new medical colleges?

The Minister of Health (Dr. Sushila Nayar): (a) The anticipated shortage of doctors by the end of the Third Five Year Plan would be of the order of 15,000.

(b) The criteria for location of new medical colleges are broadly as follows:

(i) Population to be served within the State—student population ratio and doctor population ratio. The Health Survey and Planning Committee have remarked that it would per-

haps be a safe target to aim at having one doctor for every 3,000/3,500 population at the end of the Fourth Five Year Plan period.

(ii) Existing facilities, such as buildings, equipment, etc., available for starting new medical colleges;

(iii) Facilities available in the hospital or hospitals to be attached to the college to be started;

(iv) Availability within the State, of teaching staff and other personnel required for running the college;

(v) Availability of funds; and

(vi) Preference for backward and under-developed areas wherever it is necessary and possible.

Minor Ports in Kerala

1401. Shri A. K. Gopalan: Will the Minister of **Transport and Communications** be pleased to state:

(a) the minor ports in Kerala for which money has been allotted in the Third Five Year Plan; and

(b) what is the amount for each port?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Provision has been included in Third Five Year Plan for the development of the following minor ports in Kerala:—

Serial No.	Name of port	Provision (Rs. in lakhs)
1.	Neendakara	111·65
2.	Beypore	10·00
3.	Kozhikode	10·00
4.	Azhikal	2·00
5.	Tellicherry	0·50
6.	Alleppey	1·50
7.	General (Dredger for internal dredging at intermediate and minor ports)	20·00 20·00
	TOTAL	155·65

Locust Invasion

1402. Shri Bishwanath Roy: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether a serious locust threat is expected to the country in 1962-63; and

(b) if so, whether Central Government have proposed any steps to be taken for safety from the same to crops in Uttar Pradesh and Bihar?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) The Government of India is responsible for locust survey and control operations in the Scheduled Desert Area only. The Scheduled Desert Area is spread over 80,000 square miles covering desert areas of Rajasthan, Gujarat and Punjab. Outside the Scheduled Desert Area, the responsibility for locust control rests with the State Governments concerned, but the Central Government provides the requisite technical and material assistance through its Plant Protection Directorate whenever called upon to do so.

The following steps have been taken by the Government of India to meet the locust menace on an all India basis:

(i) the States vulnerable to locust attacks, including Uttar Pradesh and Bihar, have been alerted and advised about the steps they should take to meet the impending locust threat;

(ii) information about the locust situation in India and the neighbouring countries, including a forecast, is supplied to the States periodically.

(iii) the permanent Locust Warning Organisation of the Government of India functioning in Scheduled Desert Area has been strengthened to check the spread of locusts to other States in the country;

(iv) an aerial unit consisting of four planes is in existence for fighting the locusts. The planes are made available to the States, as and when required by them, on request.

Railway Lines Running at Loss

1403. Shri Bishwanath Roy: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that some Railway lines of meter gauge and narrow gauge are running at a loss; and

(b) if so, what steps are proposed to be taken for stopping the loss?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

Presumably part (a) of the question refers to the essentially metre gauge railways *viz.*, North Eastern, Northeast Frontier and Southern Railways, and not to the other railways which include comparatively small portions of narrow or metre gauge like Central, Eastern and South Eastern Railways.

The North Eastern and Northeast Frontier Railways are running at a loss, as will be seen from the financial results of the working of the zonal railways indicated in the Budget documents—Appendix VII of the booklet "Appendices to the Supplement to the Explanatory Memorandum for 1962-63" which was circulated as part of the budget papers for 1962-63. It is necessary to explain, however, that in addition to the inherently less economic nature of working of metre gauge and narrow gauge lines than of broad gauge lines, there are also other factors accentuating the losses such as the absence of significant industrial development in large areas through which a Railway passes which results in a preponderance of passenger traffic, etc.

In order to improve the position to the extent possible, continued strict control on expenditure is being enforced, besides every effort made to improve adverse trends of operation etc. These measures have borne some fruits as explained in pages 100 and 101 of the "Review" circulated with the Budget documents for 1962-63.

Jhansi Ayurvedic University

1404. Shri A. T. Sarma: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the Central Government was giving financial aid to the Jhansi Ayurvedic University for the past many years and have stopped the same now;

(b) if so, the amount of aid paid during the past years; and

(c) the cause for stopping the same at present?

The Minister of Health (Dr. Sushila Nayar): (a) Yes.

(b) On the recommendations of the Government of Uttar Pradesh a sum of Rs. 40,000 was paid to the Jhansi Ayurvedic University during the years 1952-53 to 1955-56.

(c) The Government of Uttar Pradesh did not recommend further assistance.

Soil Conservation

1405. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the steps that have been taken in the matter of preserving and conserving areas of outstanding natural beauty in the country; and

(b) the details thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). Areas of outstanding natural beauty would include National Parks, game sanctuaries, hill stations including mountaneous scenery, historical monuments, waterfalls and a variety of such other things. Of those, the Ministry of Food and Agriculture is concerned only with National Parks and game sanctuaries. In so far as these are concerned, there are 83 national parks and sancturies in the country the preservation and maintenance of which is the responsibility of the State Governments. Funds for their development are provided in the respective State Development plans. Central subsidy is permissible up to 50 per cent of the non-recurring cost on projects for setting up national parks and game sanctuaries.

Growth of Teak in Manipur

1406. Shri Rishang Keishing: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the acreage of areas in Manipur where teak grows or is found;

(b) the quantities of teak extracted during the period from 1959 to 1961;

(c) earning of Government from the extraction of teak; and

(d) the programme for teak extraction and growing in the Third Five Year Plan?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Approximately 72,000 acres.

(b) 45,097 cft.

(c) Rs. 73,057.00.

(d) The programme for the extraction of Teak timber is 20,000 cft. per annum and for the growing of teak about 200 acres per annum.

Soil Conservation in Manipur

1407. Shri Rishang Keishing: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the schemes and programmes for soil conservation in Manipur;

(b) the progress and achievement made in the Second Five Year Plan; and

(c) the schemes and programmes for expansion and intensification?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (c). The outlay and schemes of soil conservation in Manipur, accepted by the Planning Commission during the Third Plan period, are as follows:—

Plan provision	Name of scheme
Rs. 0·50 lakh for	Setting up a sub-centre for research in shifting cultivation, in the agriculture sector.
Rs. 25·00 lakhs for	Soil Conservation schemes in tribal areas, under the Tribal Welfare Deptt.

(b) The progress and achievements during second five year plan were as under:—

Plan provision	Actual expenditure	Work done
	Agriculture Sector	
Rs. 1·22 lakhs	Rs. 0·14 lakh (during the first	Soil Conservation measures in

Plan provision	Actual expenditure	Work done
	2 years). In 1958-59, the scheme was merged with forest development schemes.	Mao Moran N.E.S. Block, Imphal.
	Tribal Welfare	
Rs. 14·00 lakhs	Rs. 13·24 lakhs	Agricutural Demonstration-*cum*-experimental farms at Nunga, Tinsong, Phungyar and Chakpi Karong were established. 23800 acres were terraced by the tribal cultivators.

Utilisation of Bamboos in Tamenglong etc.

1408. Shri Rishang Keishing: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that a large part of Tamenglong, Giribam and Churachandpur areas is covered with bamboos;

(b) if so, whether Government have any schemes to utilise the bamboo; and

(c) if so, what the schemes are?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) Not at present as the bamboos are unsuitable for industrial purposes, being immature. They are however utilised by the tribals.

(c) Does not arise.

Railway Technical Training School Committee

1409. Shri Subodh Hansda: Will the Minister of **Railways** be pleased to state:

(a) whether the recommendations of the Railway Technical Training School Committee have been fully examined by Government;

(b) if so, whether all the recommendations have been accepted; and

(c) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) All the recommendations have not yet been examined.

(b) and (c). Do not arise.

Suspension of Bombay P. & T. Employees

1410. Shri S. M. Banerjee: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that several employees of the Bombay General Post Office were under suspension for more than one year during the course of last five years;

(b) if so, whether these suspensions were based on instructions from the senior officer from the Posts and Telegraphs Department;

(c) in how many of these cases the disciplinary proceedings initiated against them resulted in their dismissal from service; and

(d) the nature of punishments awarded in the remaining cases?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Eight officials of the Bombay G.P.O. were under suspension for more than one year during the last five years.

(b) No, Sir.

(c) Three.

(d) Of the remaining five, the punishments imposed relate to recovery of Rs. 900 and withholding of increment for two years, recovery of Rs. 651 and reduction in pay by two stages without restoration, reduction by two stages in the time scale for one year, in three cases. Disciplinary proceedings are in progress in two cases.

Delhi Zoo

1411. Shri Inder J. Malhotra: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any new additions of rare animals have been made in zoological Park New Delhi; and

(b) what are the further proposals to procure more of these animals from various parts of the world?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). A statement is laid on the Table. [*See* Appendix II, annexure No. 66].

Railway Station at Lakhupur

1412. Shri Inder J. Malhotra:
Shri Gopal Dutt:
Bakshi Abdul Rashid:

Will the Minister of **Railways** be pleased to state:

(a) whether any representaion was made by the people of Lakhupur area (Jammu and Kashmir) for the sanction of a new railway station at Lakhupur on new railway line being extended from Madhopur (Punjab) to Kathua (Jammu and Kashmir); and

(b) if so, what decision has been taken by Government on this representation?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Probably the hon. Member is referring to Lakhanpur. If so, the answer is in the negative.

(b) Does not arise.

Grant of Loan for Co-operatives in J. & K. State

1413. Shri Inder J. Malhotra:
Shri Gopal Dutt:
Bakshi Abdul Rashid:

Will the Minister of **Community Development, Panchayati Raj and Co-operation** be pleased to state:

(a) whether it is a fact that the Reserve Bank of India has granted loan to the Jammu and Kashmir Government for enhancing the cooperatives in the State;

(b) if so, what is the total amount; and

(c) what are the terms on which this loan has been granted?

The Deputy Minister of Community Development, Panchayati Raj and Cooperation (Shri S. D. Misra): (a) and (b). Yes. The Reserve Bank of India has sanctioned a loan of Rs 13.59 lakhs to the Government of Jammu and Kashmir during the period 1957-58 to 1960-61 for contribution to the share capital of cooperative credit institutions in the state.

(c) The terms and conditions of the loans to the state governments are as under:

(i) Normally each loan will be for a period of 12 years, a longer period being adopted only for exceptional reasons.

(ii) The principal shall be repaid in equal annual instalments, the first instalment being payable on the expiry of the third year.

(iii) For loans given upto the end of March, 1962, the scale of interest rates will be as follows:
For 12 years:

First 2 years—Nil

Next 3 years—2 per cent

Next 4 years—2½ per cent

Next 3 years—3 per cent

To provide for exceptional cases:

Next 2 years—3 per cent

After the 14th year—3½ per cent

(iv) When a limit is sanctioned, it is expected that the loans will be drawn under the limit as and when required, during the year against promissory notes to be executed in the favour of the Reserve Bank from time to time. The entire amount of the limit sanctioned for the year must, however, be drawn before the 31st March of the year, on which date the undrawn limit will lapse.

(v) Each drawal under the limit will be treated as a separate loan for the calculation of interest rate.

Telephone Connections

1414. **Shri Inder J. Malhotra:**
Shri Gopal Dutt:
Bakhshi Abdul Rashid:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that there is a pressing demand for new telephone connections in the cities of Jammu and Srinagar in Jammu and Kashmir State; and

(b) if so, the steps Government are taking to meet this demand?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes.

(b) *Srinagar*: It is proposed to replace the existing 1,300 lines exchange by a 2,000 lines automatic exchange. The building for the new exchange is under construction.

Jammu: It is proposed to add 200 lines to the existing 1,000 lines.

राजस्थान में डाक व तार विभाग के कर्मचारियों के लिये क्वार्टर

१४१५. **श्री प० ला० बारूपाल** : क्या **परिवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्थान में डाक व तार विभाग के कर्मचारियों के लिये रहने के लिये सरकार द्वारा कोई क्वार्टर नहीं बनाये गये जिसके फलस्वरूप कर्मचारियों को बड़ी कठिनाइयों का सामना करना पड़ रहा है ;

(ख) क्या सरकार कर्मचारियों के लिये क्वार्टर बनाने के सम्बन्ध में विचार कर रही है ; और

(ग) यदि हां, तो उसका ब्योरा क्या है ?

परिवहन तथा संचार मंत्री (श्री जगजीवन राम) : (क) राजस्थान परिमंडल में विभिन्न स्थानों पर डाकतार कर्मचारियों के लिए २२४ क्वार्टरों की व्यवस्था की गई है ।

(ख) तथा (ग). नीचे दिए गए स्थानों पर १५१ क्वार्टर बनाने की योजनाओं को पहले ही मंजूरी दी जा चुकी है : -

अजमेर	६४ क्वार्टर

भरतपुर	१६ क्वार्टर
बीकानेर	१० क्वार्टर
जयपुर	४६ क्वार्टर
मारवाड़ जंकशन	१२ क्वार्टर

डाक-तार कर्मचारी

१४१६. **श्री प० ला० बारूपाल** : क्या **परिवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डाक व तार विभाग के कर्मचारियों से डाक व तार विभाग के अतिरिक्त अन्य काम भी लिया जाता है ;

(ख) क्या यह सच है कि उन्हें सेविंग सर्टिफिकेट और इनामी बांड, जीवन बीमा तथा रेडियो आदि के लाइसेंस भी बनाने पड़ते हैं ; और

(ग) यदि हां, तो अतिरिक्त कार्य करने पर उन्हें क्या भत्ता दिया जाता है ?

परिवहन तथा संचार मंत्री (श्री जगजीवन राम) : (क) जी नहीं ।

(ख) जी हां । सेविंग सर्टिफिकेट, इनामी बांड, जीवन-बीमा फार्म तथा रेडियो लाइसेंस बनाने का काम डाक कर्मचारियों के कर्तव्यों का एक आवश्यक अंग है । फिर भी यदि कर्मचारियों को दफ्तर के कार्य-समय के बाद काम करना पड़ता है तो उन्हें ऐसे कुछ कामों के करने पर पारिश्रमिक दिया जाता है जिनके लिए मौजूदा स्टाफ की संख्या बढ़ाने की जरूरत नहीं समझी जाती ।

(ग) उक्त सूचना इकट्ठी की जा रही है और समयानुसार सभा-पटल पर रख दी जाएगी ।

राजस्थान में पशुधन का विकास

१४१७. **श्री प० ला० बारूपाल** : क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में सबसे अधिक पशुधन कौन से जिले में है ; और

(ख) उसके विकास के लिये भारत सरकार ने क्या योजना बनाई है ?

खाद्य मंत्रालय में उपमंत्री (श्री अ० म० थामस) : (क) नागौर ।

(ख) भारत सरकार ने केवलमात्र इस जिले के पशुधन के विकास के लिए कोई योजना नहीं बनाई है । फिर भी राजस्थान राज्य की तीसरी पंचवर्षीय योजना में पशु-पालन योजनाओं के लिए ४७१ लाख रुपयों का उपबन्ध है ।

Festival Loans to Railway Employees

1418. Shri Nambiar: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that requests for deductions in 12 instalments of festival loans issued to the Railway employees instead of in four instalments have been received by the Railway Ministry; and

(b) if so, what steps have been taken on those requests?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Requests for increasing the number of instalments have been received.

(b) Government have considered this question with reference to all its employees and the decision is that the proposal to increase the number of instalments cannot be agreed to. The Railway Ministry have fallen in line with this decision.

Malnad Board

1419. Shri A. V. Raghavan: Will the Minister of **Food and Agriculture** be pleased to state whether it is proposed to constitute a Malnad Board to develop the hilly tracts of Mysore, Kerala and Madras?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): There is no proposal to set up a separate Board to develop the Malnad area of Mysore, Kerala and Madras. The requirements of the area should have been considered by the State Governments concerned as part of the

Third Five Year Plan. Details have been asked for and will be placed on the Table of the Sabha as soon as they are received from the State Governments.

Co-operative Labour Unions

1420. Shri S. Swamy: Will the Minister of **Community Development, Panchayati Raj and Cooperation** be pleased to state:

(a) how many cooperative labour unions or societies are working in the country, State-wise;

(b) whether any major contracts have been given to those cooperative labour organisations;

(c) if so, what works they are;

(d) what is the amount thus agreed upon for each work respectively; and

(e) whether any financial loan, help grants have been given to those labour cooperative organisations?

The Deputy Minister in the Ministry of Community Development, Panchayati Raj and Cooperation (Shri S. D. Misra): (a) to (e). Information is being collected from the State Governments and Union Territories. A statement will be laid on the Table of the House as soon as the information is received.

Fertilizer Production

1421. Shri P. R. Chakraverti: Will the Minister of **Food and Agriculture** be pleased to state:

(a) to what extent the supply position of Fertilisers produced in the country copes with the increased demands of the agriculturists;

(b) the quantity of fertilisers, with costs involved which Government propose to import this year;

(c) whether it is economical to invest money in setting up factories for its production rather than continuing to import fertilisers; and

(d) if so, what steps have been taken by the Government to do away with all imports by a fixed date?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a)

Plant Nutrient	*Extent to which indigeneous supply copes with the demand for 1962-63*
Nitrogen . .	34%
P_2O_5	100%
K_2O	. Negligible

Nitrogen	*Quantity tonnes*	*Value Rs. Crores*
Nitrogen	4,17,000	25·90
P_2O_5	. *10,000	
K_2O	. **54,000	2·50

*In the form of complex fertilisers.

**The imports are arranged by the State Trading Corporation of India Ltd.

(c) and (d). The costs of imported fertilisers are generally lower than those of the indigenous products. Import of fertilisers, however, involves heavy payments in foreign exchange. In order to prevent this drain it has been decided to set up additional factories to meet the demands for nitrogenous and phosphatic fertilisers envisaged in the Third Plan. The production capacity for P2O5 has risen sufficiently to meet the existing demand. However, the factories for the production of Nitrogenous fertilisers involve huge capital outlay and take time to establish. Imports of nitrogenous fertilisers will, therefore, be necessary during the intervening period for meeting the

growing demand and for sustaining it. Imports of new types of fertilisers will also be necessary for familiarising the cultivators with their use in advance of their production in the country and for ensuring ready market when produced. The country is expected to become self-sufficient in nitrogenous fertilisers in the course of the Fourth Plan.

The entire demand of potassic fertilisers is met by imports. Some pilot projects for the production of potash are under consideration but it will be some time before they can be ready for successful exploitation on a commercial scale.

पाकिस्तान को रावी और व्यास का पानी देना

१४२२. **श्री प० ला० बारूपाल** : क्या **सिंचाई और विद्युत्** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १ अप्रैल, १९६२ से भारत को रावी और व्यास नदियों से जो पाकिस्तान को पानी जाता था वह बंद कर दिया गया है ;

(ख) यदि हां, तो अब इन नदियों का पानी कहां-कहां वितरण किया जायेगा ; और

(ग) इस में से राजस्थान को कितना पानी मिलेगा ?

सिंचाई तथा विद्युत् मंत्रालय में राज्य-मंत्री (श्री अलगेशन) : (क) ११ अप्रैल, १९६२ से पाकिस्तान को रावी नदी से मिलने वाला पानी बंद कर दिया गया है । व्यास नदी से पानी देना बंद नहीं किया गया ।

(ख) इस नदी का पानी जम्मू और काश्मीर और पंजाब में इस नदी के पास स्थित इलाकों को दिया जा रहा है । रावी नदी का कुछ पानी, माधोपुर-व्यास नहर के जरिए, व्यास नहर म मिलाया जा रहा है ।

व्यास नदी मे से पाकिस्तान को जो पानी मिलता है, उसको छोड़ बाकी के पानी को और रावी नदी से व्यास में लाये गए पानी को हरिके और फिरोजपुर से निकलने वाली भारतीय नहरों में डाला जा रहा है ताकि इस पानी का उपयोग पंजाब और राजस्थान में हो ।

(ग) प्राप्त जल-राशि को संबद्ध राज्य-सरकारें ही आपस में बांटती हैं । विभिन्न राज्यों में पानी की बांट भारत सरकार नहीं करती ।

Seniority of Assistants in Railway Board

1423. Shri S. M. Banerjee: Will the Minister of **Railways** be pleased to state:

(a) whether the question of seniority of officiating assistants in the Railway Board's office had been finally decided and the decision was notified on the 7th November, 1960;

(b) if so, the reasons for the inordinate delay in implementing the orders contained therein; and

(c) the date by which the decision would be fully implemented?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) and (c). A reference was made to the U.P.S.C. in regard to the initial constitution of Grade IV (Assistants) of the Railway Board Secretariat Service. It is understood from the Commission that their advice in the matter will be communicated shortly.

After this grade has been initially constituted, necessary action will be taken in regard to the filling of the maintenance vacancies in accordance with the provisions of the Railway Board Ministerial Establishment Staff Office Order No. 14 of 1960.

Manure for Coconut Cultivation

1424. Shri P. Kunhan: Will the Minister of **Food and Agriculture** be

pleased to state:

(a) whether it is a fact that the Government of India have allotted an amount of Rs. 51,000 towards research to find most suitable manure for coconut cultivation;

(b) whether the Kerala Government have spent the amount; and

(c) if not, the reasons therefor?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). A scheme for laying out simple manurial trials in the gardens of Coconut Cultivators in Kerala State involving an estimated cost of Rs. 1,02,470 has been sanctioned for a period of four years from 1st April, 1962. The Indian Central Coconut Committee will meet an expenditure of Rs. 50,550 which represents 50 per cent of the total recurring expenditure of the scheme.

Technical Education

1425. Shri P. Kunhan: Will the Minister of **Railways** be pleased to state:

(a) the total amount spent on technical studies for the Railway employees' children during the Second Five Year Plan; and

(b) how many Class IV and Class III employees' children got the benefit?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). Information is being collected and will be placed on the Table of the House in due course.

Malpractices in P&T Motor Service Section, Delhi

1426. Dr. Melkote: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government have received representation from the workers and the National Union of Telegraph Workers regarding malpractices in P&T Motor Service Section, Delhi;

(b) if so, whether any investigation has been made; and

(c) if so, the result of such investigation?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes, Sir.

(b) The case is under investigation.

(c) Does not arise.

Medium Irrigation

1427. Dr. K. L. Rao: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether any survey has been conducted of the medium irrigation projects in the country;

(b) if so, whether a list together with benefits and approximate costs thereof will be laid on the Table; and

(c) the amount of money spent on such projects in First and Second Five Year Plans and its provision in the Third Five Year Plan?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) The Central Government does not undertake any surveys of medium irrigation schemes unless requested by any State Government. The State Governments themselves undertake surveys and investigations of all major and medium projects taken up by them for execution.

(b) A list giving benefits and approximate cost scheme-wise is laid on the Table of the House. [Placed in Library See No. LT-126/62].

(c) Expenditure figures for medium projects are not available separately. The total outlay on major and medium irrigation projects in the Ist and IInd Plans was Rs. 300 and 370 crores respectively. Provision for medium ir-

rigation schemes in the IIIrd Plan is Rs. 140 crores.

Accidents on G.T. Road near Howrah

1428. { **Shri Dinen Bhattacharya:** / **Dr. Saradish Roy:** / **Shri Sarkar Murmu:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government are aware that there has been a serious increase in the number of accidents on G.T. Road covering the portion from Howrah to Durgapur; and

(b) if so, the steps Government proposed to take to check it?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The information required is being obtained from the Government of West Bengal and a statement will be laid on the Table of the House as soon as a reply is received from the State Government.

Harnessing of Rivers in Kerala

1429. { **Shri A. V. Raghavan:** / **Shri M. K. Kumaran:**

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether Government of Kerala had submitted a master plan for harnessing the rivers in Kerala to provide irrigation facilities;

(b) what action has been taken on the above matter; and

(c) in view of the fact that Kerala is not self-sufficient in the matter of food, whether Government will give top priority in this matter?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes.

(b) and (c). Detailed schemes when received from the State Government are examined in the light of the Master Plan for inclusion in the Five Year Plans. Execution of all the schemes included in the Master Plan will extend upto the year 1991. Priorities for taking up the schemes within the financial resources are fixed by the State Government.

Doctors

1430. Shrimati Vimla Devi: Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 558 on the 3rd May, 1962 and state:

(a) what the number of doctors will be by the end of Third Five Year Plan;

(b) what is the ratio of doctors to population at present and what will it be at the end of Third Five Year Plan; and

(c) whether the ratio will be high enough to attain a reasonable level of medical care for the population at the end of Third Five Year Plan?

The Minister of Health (Dr. Sushila Nayar): (a) According to the Planning Commission's estimates the total number of doctors at the end of the Third Five Year Plan is expected to be 81,000.

(b) The present ratio of doctors to population is estimated to be 1: 6000. The ratio is likely to remain more or less the same at the end of the Third Five Year Plan as the increase in current output of doctors would almost be set-off by parallel increase in population while steps taken for increasing the out-turn of doctors during the Plan period will bear fruit only during the fourth and subsequent Plans.

(c) Compared to the corresponding ratios prevailing in some of the Western countries, the ratio of 1 doctor for 6000 population in India is low. According to the Health Survey and Planning Committee appointed by the Government of India it would perhaps be a safe target to aim at hav-

ing one doctor for every 3000|3500 population at the end of the Fourth Plan period. The Committee have opined that if this target could be reached in the rural areas and if doctors are not unduly concentrated in the urban areas, medical relief would have been brought reasonably near to all sectors of the population.

Medical Colleges

1431. Shrimati Vimla Devi: Will the Minister of **Health** be pleased to state whether there is any scheme for granting monetary awards to selected best students of medical colleges in the country as an incentive to students to become better doctors?

The Minister of Health (Dr. Sushila Nayar): With a view to having better doctors in the country, a scheme for Post-graduate Medical (including Dental) Education has been included as a Centrally sponsored scheme. The Scheme *inter alia* envisages payment of stipends @ Rs. 200 p.m. to selected candidates on merit as follows:—

(i) Students admitted to Upgraded Departments in Medical Colleges and Research institutions in the country;

(ii) Students admitted for Post-graduate training in Medicine, Surgery, Pathology, Midwifery, Anatomy, Physiology, Pharmacology, Bacteriology, Biochemistry, Tuberculosis Diseases, Anaesthesia and Child Health in Government Hospitals in Delhi, viz. the Irwin, the Willingdon and the Safdarjang Hospitals, and the Lady Hardinge Medical College Hospital, New Delhi and also in the Maulana Azad Medical College, New Delhi; the All India Institute of Medical Sciences, New Delhi, and the Vallabhbhai Patel Chest Institute, Delhi.

(iii) 300 additional stipends have been sanctioned for Post-graduate Medical and Dental Education in various medical institutions in the country with effect from the 1st April, 1961.

2. Scholarships are also awarded to female candidates for medical education out of the income derived from the Countess of Dufferin's Fund as follows:—

(i) 12 scholarships @ Rs. 150 p.m. for Post-graduate Medical students; and

(ii) 75 scholarships @ Rs. 75 p.m. for Under-graduate Medical students.

3. The National Scholarships Scheme of the Ministry of Education also envisages payment of stipends to meritorious medical students.

4. In addition, merit scholarships are also being awarded to selected students in almost all medical colleges in the country.

Nagarjunasagar Project

1432. Shri Laxmi Dass: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the estimated cost of the Nagarjunasagar Project has risen high as a result of the general rise in prices; and

(b) if so, by how much?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) The Andhra Pradesh Government have submitted a revised estimate of the Nagarjunasagar Project which envisages an increase in the cost not only because of the rise in prices but also because of changes in the scope of the project.

(b) The revised estimate amounts to Rs. 139.53 crores as against the present sanctioned estimate of Rs. 91.12 crores i.e. an increase of Rs. 48.41 crores.

Railwaymen's Co-operative Housing Societies

1433. Shri Subodh Hansda: Will the Minister of **Railways** be pleased to state:

(a) how many Railwaymen's co-operative Housing Societies are functioning in different Railway Zones at present;

(b) whether these societies have any other function than to advance loans for housing to its members;

(c) what is the total capital of these societies;

(d) whether Government have made any contribution to these societies; and

(e) if so, the nature of contribution?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Total 11. Central 1, Northern 1, Noth eastern 1, Southern 5, South-eastern 1, Western 2.

(b) Yes. Besides advancing loans, some of the Societies also acquire land and construct houses thereon on behalf of their members.

(c) Rs. 11,10,745.

(d) The Railways have not given any financial assistance to the Societies

(e) Does not arise.

Single Member Constituency in Tripura

1434. Shri Dasaratha Deb: Will the Minister of **Health** be pleased to state:

(a) whether any proposal has been made by any political party or parties of the Union Territory of Tripura recently to make a single-member constituency of each of the Agartala Municipal Ward constituencies; and

(b) if so, what is the reaction of Government?

The Minister of Health (Dr. Sushila Nayar): (a) Yes, a proposal has been received recently by the Tripura Administration.

(b) The proposal is under examination of the Tripura Administration.

Cooperative Farming in Dharmanagar (Tripura)

1435. Shri Dasaratha Deb: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any lease of land was given to Satsangha Cooperative Society of Dharmanagar, Tripura for the purpose of Cooperative Farming, in Bajaichhera and Ujan Masmara Area;

(b) if so, what are the boundaries of the plot, and its acreage;

(c) whether any dispute has arisen between two members of the Cooperative Society and the local peasants regarding the rights on land; and

(d) if so, what steps are being taken to resolve such disputes?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): (a) to (d). The information is being collected and will be placed on the Table of the Sabha as soon as available.

Bridge on Juri River, Tripura

1436. Shri Dasaratha Deb: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any step has so far been taken to construct a bridge on the Juri River at Tilthui Bazar, Dharmanagar, Tripura; and

(b) if not, the reasons therefor and when such a step is to be taken?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Sanction for the construction of a semi-permanent timber bridge (Class V) has already been accorded at an estimated cost of Rs. 12,500 and the tenders are at present under scrutiny in the Engineering Department of the Tripura Territorial Council.

(b) Does not arise.

Flood Control in Tripura

1437. Shri Dasaratha Deb: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the flood protective measures at Khamabil, in Kailashahar Sub-Division, Tripura have been undertaken;

(b) if so, the progress thereof; and

(c) estimated amount of expenditure involved?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) There is no work named as Khamabil in Kailashahar Sub-Division. There is, however, one work by name Khowra Beel Drainage scheme at Kailashahar which is in progress.

(b) and (c). The Khowra Beel Drainage Scheme consists of two phases. Phase I, which envisages excavation of drainage channel, is estimated to cost Rs. 2,12,000/-. This Phase has almost been completed by the Tripura Administration except for some drainage culverts and raising of banks on some stretches. Phase II of scheme, which envisages provision of an embankment and sluice gate, is under technical examination. It will be taken up if it is found necessary and economically feasible.

Fertility of Indian Soils

1438. Shri Vishram Prasad: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the percentage of deficit in the Indian soil in respect of (i) Nitrogen (ii) Phosphorous and (iii) Potash; and

(b) what efforts are being made to bring Indian soils at par with other soils to increase its fertility?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) It is difficult to indicate the percentage of deficits in the Indian soils in respect of (i) Nitrogen, (ii) Phosphorous and (iii) Potash as the requirements of these nutrients vary from crop to crop. It is also difficult to lay down the standard contents in respect of the three nutrients for Indian soils and to work out percentage deficits therefrom.

Data available from the soil testing survey laboratories in the country has, however, revealed that (i) more than 80% of the soil samples tested were deficient in Nitrogen, (ii) 60% to 75% of the samples tested were deficient in available Phosphorous and (iii) 25% to 30% were low in available Potash supplies.

(b) The following steps are being taken to increase the fertility of Indian soils:—

(i) Suitable fertilizer doses are recommended on the basis of soil tests and fertilizer experiments.

(ii) One lakh fertilizer demonstrations are laid out every year in different parts of the country under the Fertilizer Demonstration Scheme.

(iii) It is planned to increase fertilizer supplies by the end of the Third Five Year Plan in 1965-66 as detailed below:—

Nitrogen (N)—1.0 Million Tons.

Phosphorous (P2 05)—0:4 Million Tons.

Potash (K2 O)—0:2 Million Tons.

(iv) Forty-one million acres are planned to be green-manured in the Third Plan period.

(v) Eleven million acres are expected to be covered by soil conservation practices in the Third Plan period.

The above measures, in addition to the increased use of compost, are designed to improve the fertility status of Indian soils.

अंशदायी स्वास्थ्य सेवा योजना के मेडिकल अफसरों को सवारी भत्ता

१४३९. **श्री राम सेवक यादव** : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अंशदायी स्वास्थ्य सेवा योजना के अन्तर्गत काम करने वाले मेडिकल अफसरों को पीछे १-१०-६१ से कोई सवारी भत्ता (कन्वेंयंस अलाउन्स) नहीं दिया जा रहा है ;

(ख) क्या यह भी सच है कि वित्त मंत्रालय से उनको यह सवारी भत्ता दिये जाने के आदेश निकल चुके हैं ;

(ग) यदि हां, तो यह आदेश कब निकला था ;

(घ) अब तक यह भत्ता उन लोगों को क्यों नहीं दिया जा सका है ; और

(ङ) कब तक इसके मिलने की संभावना है ?

स्वास्थ्य मंत्री (डा० सुशीला नायर) : (क) जी हां ।

(ख) और (ग). २४ मई १९६१ को वित्त मंत्रालय ने सभी सरकारी कर्मचारियों पर लागू होने वाले सामान्य आदेश निकाले हैं ।

(घ) और (ङ). वित्त मंत्रालय द्वारा जारी किये गये आदेशों के अनुसार सरकारी कर्मचारियों को १ अक्टूबर १९६१ से सवारी-भत्ता तभी दिया जा सकता है जब कि इन आदेशों के अनुसार उसका पुनर्विलोकन और पुनर्निर्धारण हो जाय । अंशदायी स्वास्थ्य सेवा योजना के अधीन काम करने वाले मेडिकल अफसरों को मिलने वाले सवारी भत्ते की दरों का पुनर्विलोकन हो चुका है और २८-३-१९६२ को संशोधित आदेश जारी कर दिये गये हैं । ए० जी० सी० आर० से आवश्यक अनुमति-पत्र मिलने पर सम्बन्धित मेडिकल अफसरों को संशोधित दरों पर सवारी भत्ता दे दिया जायगा ।

उत्तर रेलवे म मड़ौली पर हाल्ट स्टेशन

२४४०. **श्री स० मो० बनर्जी** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे स्थित मैया तथा रूरा रेलवे स्टेशनों के मध्य "मड़ौली" में एक हाल्ट स्टेशन खोलने के बारे में क्या कोई आवेदन-पत्र जनता तथा विधायियों द्वारा प्राप्त हुआ है ; और

(ख) यदि हां, तो उस पर अब तक क्या कार्यवाही की गई है ?

रेलवे मंत्रालय में उपमंत्री (श्री एस० वी० रामस्वामी) : (क) और (ख) मैया और रूरा स्टेशनों के बीच हाल्ट स्टेशन खोलने के सम्बन्ध में उत्तर रेलवे जांच कर रही है ।

धौरसलार पर फ्लैग स्टेशन

१४४१. **श्री स० मो० बनर्जी** : क्या रेलवे मंत्री २५ नवम्बर, १९६१ के अतारांकित प्रश्न संख्या ५४४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे स्थित उनीपुरा तथा बिल्हौर स्टेशनों के मध्य "धौरसलार" स्थान पर एक वर्ष के लिये ठेके पर स्टेशन की स्वीकृति हो चुकी है ; और

(ख) यदि हां, तो उक्त स्टेशन कब से चालू होने की आशा है ?

रेलवे मंत्रालय में उपमंत्री (श्री एस० वी० रामस्वामी): (क) और (ख). आशा है कि निर्माण-कार्य जून, १९६२ के अंत तक पूरा हो जायेगा । उसके बाद हाल्ट यात्री-यातायात के लिए खोल दिया जायेगा ।

दिल्ली से हिसार तक डीजल गाड़ी का बंद होना

१४४२. **श्री यूद्धवीर सिंह** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क). दिल्ली (सरायरोहिल्ला) स्टेशन से हिसार तक जाने वाली डीजल गाड़ी क्यों बन्द हो गयी है ; और

(ख) क्या दिल्ली से सादूलपूर जाने वाली डीजल गाड़ी को हिसार के मार्ग से चलाने का कोई प्रस्ताव विचाराधीन है ?

रेल मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) १-१०-६१ से पहले डीजल रेल-कारें दिल्ली सारय-रोहिल्ला और हिसार के बीच चलायी जाती थीं । १-१०-६१ से रेवाड़ी और हिसार के बीच इनका चलना इन कारणों से बंद कर दिया गया है ;

(i) रेवाड़ी से आगे सवारियों की कमी ; और

(ii) शकूरबस्ती डीजल शेड में अनुरक्षण के लिए अपर्याप्त समय । उसी तारीख से ये डीजल रेल-कारें सदर बाजार और रेवाड़ी के बीच चल रही हैं ।

(ख) जी नहीं ।

Mekong Plan in Cambodia

1443. Shri Raghunath Singh: Will the Minister of **Irrigation and Power** be pleased to state how many technical hands and engineers are being sent as Indian aid to Mekong Plan in Cambodia?

The Minister of State in the Ministry of Irrigation & Power (Shri Alagesan): Three Officers of the Central Water and Power Commission have been sent to Cambodia so far and two more are expected to be sent in the near future.

Spas and Health Resorts

1444. Shri Hari Vishnu Kamath: Will the Minister of **Health** be pleased to state:

(a) the number of spas and health resorts in use at present in our country, together with the names of places where they are situated;

(b) whether there is any plan for the development of more such resorts;

(c) whether Government propose to put them within reach of low-income groups; and

(d) if not, the reasons therefor?

The Minister for Health (Dr. Sushila Nayar): (a) A statement showing the names of important mineral springs in India with their therapeutic reputation, etc. is laid on the Table [*See* Appendix II, annexure No. 67]. The therapeutic value of these springs has not, however, been scientifically assessed.

(b) to (d). The Russian experts who visited India in 1955, recommended the development of about a dozen springs situated in Uttar Pradesh, Maharashtra, Bihar, Punjab and Madhya Pradesh. The question of developing the Sohna springs (Punjab), Rajgir springs (Bihar), and Sahastradhara springs (Uttar Pradesh) is receiving the attention of the respective State Governments. The matter is also being considered by the Government of Maharashtra.

Water Supply in Delhi

1445. Shri Mohammad Elias: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that nearly 10 million gallons of water is wasted in Delhi every day; and

(b) whether Government have thought of any action to stop it?

The Minister for Health (Dr. Sushila Nayar): (a) Yes. It is estimated that about 10 million gallons of water per day is lost in the water distribution system due to leakages, public hydrants being kept open unnecessarily, and misuse.

(b) To check this loss, the following steps are being taken by the Delhi Municipal Corporation:—

1. Very few new public hydrants are being given now and attempts are being made to close old public hydrants wherever it is practicable.

2. Free washering service has been started and leaky taps are being repaired free of cost.

3. All connections are proposed to be metered as early as possible. This will discourage people from misusing and wasting water.

Anti-Sea Erosion Work in Kerala

1446. **Shri A. V. Raghavan:**
Shri P. Kunhan:
Shri M. K. Kumaran:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether any representation was received from the Government of Kerala requesting that the anti-sea erosion work in the State be undertaken through grants from the American loan funds;

(b) whether it is a fact that the problem cannot be solved by the State of Kerala alone in view of the limited resources;

(c) whether Government are aware of the magnitude of the problem; and

(d) if so, what steps Government propose to take to curb this recurring menace?

The Minister of State in the Ministry of Irrigation & Power (Shri Alagesan): (a) No.

(b) Yes.

(c) Yes.

(d) Necessary technical advice and such finnacial assistance by way of loans as can be given are being rendered to the State Government. A provision of Rs. 360 lakhs has been made in the Third Plan for advancing loans to the State Government for meeting expenditure on anti-sea erosion schemes.

Bridges between Gwalior and Kanpur

1447. Shri Birendra Bahadur Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government of India have any proposal under consideration for sanction of construction of two bridges between Gwalior and Kanpur;

(b) if so, whether Government of Uttar Pradesh or Madhya Pradesh have forwarded the proposal; and

(c) at what stage is the consideration of the proposal?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). Presumably, the Hon'ble Member is referring to the proposed bridges over the Chambal and Yamuna rivers on the road connecting Bhind and Etawah. The proposal for the construction of these bridges emanated from the Government of Madhya Pradesh who brought up this matter before the Central Zonal Council also. Following the recommendations of the Council, the Government of India made in October 1960 a grant-in-aid of Rs. 37 lakhs to meet 1/3rd of the total estimated cost (Rs. 110 lakhs) of the proposed bridges, the balance being met by the Governments of Uttar Pradesh and Madhya Pradesh from their own resources including allocations from the Central Road Fund as indicated below:

(i) 2/3rd of the cost of the Yamuna bridge project to be met entirely by the Uttar Pradesh Government; and

(ii) 2/3rd of the cost of the Chambal bridge project to be shared equally by the Governments of Madhya Pradesh and Uttar Pradesh.

The acceptance of the Uttar Pradesh Government to meet their share of the cost as indicated above is awaited.

Dhuvaran Thermal Plant

1448. Shri P. R. Patel: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether Government of Gujarat have made representation to permit them to double the capacity of Dhuvaran Thermal Plant;

(b) if so, what are the reactions of Government; and

(c) what the power requirement of Gujarat will be in 1965?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes.

(b) The proposal will be examined by the Central Water and Power Commission on receipt of the detailed project report.

(c) 415·3 MW according to the load survey recently completed by the Central Water and Power Commission.

Reservation of Posts for Scheduled Castes and Scheduled Tribes

1449. Shri H. C. Soy: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that, in view of the reservation, in respect of appointment and promotion, for the members of Scheduled Castes and Scheduled Tribes, there is still a big gap to fill up even in case of class IV, III and II posts; and

(b) if so, whether the Railway Ministry consider it desirable to set up an advisory committee for each Railway to help and advise in the matter?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The progress in recruitment of Scheduled Castes and Scheduled Tribes has been quite satisfactory during the last few years; the shortages continue only in a few categories mostly technical. There is a gap to be filled up in promotion vacancies where the decision to reserve posts was taken only recently. The reservation quota here can be completely filled only when the recruits from these communities gain enough experience to make them suitable for promotion.

(b) No.

Rules for Promotion of Railway Employees

1450. Shri Yajnik: Will the Minister of **Railways** be pleased to state:

(a) the directive rules prescribed by the Railway Board for the promotion of various grades of Railway employees to higher posts according to the seniority of service;

(b) the special circumstances under which exception can be made with a view to make direct appointments to higher grades; and

(c) any special rules for the direct appointments of mmebers of Scheduled Castes and Scheduled Tribes to higher posts above their seniors in service?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Promotions of non-gazetted railway employees to higher grade posts are made either on selection or non-selection basis. Selection posts are filled by a positive act of selection made with the help of Selection Boards from amongst the eligible staff. Non-selection posts are filled by promotion of the seniormost suitable railway employees, suitability being determined on the basis of record of service and/or departmental tests, if necessary.

(b) Direct recruitment to higher grades is resorted to for having better qualified men at a younger age in order to maintain a reasonable standard of efficiency in the non-gazetted services and subsequently to man gazetted posts by their promotion in the normal course. A quota is set

apart for this purpose in a wide range of categories.

(c) In the case of selection posts there is provision for the same percentage of vacancies being reserved for Scheduled Castes and Scheduled Tribes as in the case of posts filled by direct recruitment.

Rules Governing Appointments and Transfers of Railway Employees

1451. Shri Yajnik: Will the Minister of **Railways** be pleased to state:

(a) whether the Railway Board has prescribed any rules governing the appointment and transfer of their employees to different places within their Zone;

(b) whether the rules give any special facilities to persons to be employed within their linguistic areas with a view to providing facilities for the education of their children; and

(c) the circumstances under which such rules can be waived?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). No specific rules have been prescribed by the Railway Board governing the appointment and transfer of Railway servants to different places within their Zone but requests of non-gazetted railway servants for posting in areas of their choice are sympathetically considered and complied with to the extent possible.

Rules *Re:* Catering Contractors on Stations

1452. Shri Yajnik: Will the Minister of **Railways** be pleased to state:

(a) whether the Railway Board has prescribed any directive rules regarding the choice of catering contractors for different stations;

(b) whether it is normally the duty of various Railways to call for tenders by advertisements in newspapers and then to give the contracto the highest bidder; and

(c) the circumstances under which these rules can be waived?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). As per extant orders, the railway administrations are required to notify through the press or by putting up notices at the stations, vacancies of catering and vending contacts and call for applications, the licence fee to run the establishment being fixed by the administration in advance. The applications received are considered by the administration and contracts awarded to the most suitable applicant. The system of calling for tenders and giving contract to the highest bidder is not in practice.

Bottleneck in Lumding-Badarpur Hill Section

1453. Shrimati Jyotsna Chanda: Will the Minister of **Railways** be pleased to state:

(a) whether the Government are aware of the chronic hardship caused to the people of Southern Assam and Tripura due to bottleneck in Railway communication in the Lumding-Badarpur Hill Section of the North Frontier Railways;

(b) if so, what steps are proposed for removal of the difficulties; and

(c) when Government expect to complete Dharmanagar-Tripura Railway Line?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) To eliminate the present difficulties in movement and meeting anticipated increase in volume of traffic during the third five year plan the running of goods trains in Lumding-Badarpur section is proposed to be dieselised besides opening of 9 new crossing stations and extension of loops at 2 stations which will double the line capacity on this section which at present is 2 passenger and 4 goods trains each way. The

average daily clearance in terms of wagons, which was only 47 during 1961 has been stepped upto the record figure of 73 per day at present. The clearance will be progressively increased with provision of additional crossing stations. The anticipated daily clearance at the end of third five year plan will be 210 wagons each way.

(c) Kalkalighat-Dharmanagar railway project is expected to be completed in April, 1963.

Tezpore-North Lakhimpur Railway Line

1454. Shri Basumatari: Will the Minister of **Railways** be pleased to state:

(a) whether Railway line which was being constructed from Tezpore North to Lakhimpur has been completed;

(b) if so, what is the distance in miles; and

(c) the money spent on this line?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) A new metre gauge railway line from Rangapara-North station on the Rangiya-Tezpore railway line to Murkongselek through North Lakhimpur is under construction. The portion of the line from Rangapara North to Dholaibil has been opened to passenger traffic in March 1962. The portion between Dholaibil and North Lakhimpur has been opened for the running of ballast trains in April 1962. This portion is expected to be opened to goods traffic by June 1962.

(b) The length of the line from Rangapara North to North Lakhimpur is about 107 miles, and that between North Lakhimpur and Murkongselek is about 100 miles.

(c) The information is being collected and will be laid on the table of the House.

Umiam Dam Project in Assam

1455. Shri Basumatari: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether Umiam Dam (Shillong), Assam has since been completed;

(b) if so, the quantity of power which is likely to be supplied and the area or the district that is going to be covered in Assam; and

(c) whether this dam will be linked with the Umtru Hydro-electric power which is already in work?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) No.

(b) The Umiam Hydro-Electric Project will generate 36 MW of power in Stage-I, for distribution in the districts of K & J Hills and Kamrup in Assam;

(c) Yes.

कालपी के पास यमुना पर पुल

१४५६. श्री ब्र० बि० मेहरोत्रा : क्या **परिवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कालपी (उ० प्र०) के पास जमुना नदी पर तृतीय पंचवर्षीय योजना के अन्तर्गत एक पुल बनाने का निश्चय हुआ था ; और

(ख) यदि हां, तो इस सम्बन्ध में क्या प्रगति हुई है ?

परिवहन तथा संचार मन्त्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) जी, हां। रेलवे विभाग कालपी के पास यमुना नदी के अपने पुल के गर्डर बदल रहा है और नये गर्डरों वाले पुल पर सड़क के लिए डेक बनाने का निर्णय किया गया है।

(ख) इस के लिए सैन्ट्रल रेलवे द्वारा खाके व तख्मीना तैयार किये जा रहे हैं।

सेंगर नदी पर पुल

१४५७. **श्री ब्र० बि० मेहरोत्रा** : क्या परिवहन तथा संचार मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कानपुर (उ० प्र०) जिलान्तर्गत बारा गांव से सिकन्दरा गांव तक जिस राष्ट्रीय राजमार्ग का निर्माण हो रहा है उससे सम्बन्धित सेंगर नदी पर पुल बनाने की योजना है;

(ख) यदि हां, तो विलम्ब का क्या कारण है ; और

(ग) क्या उपरोक्त पुल निर्माण के लिये एक बार टेण्डर भी मांग जा चुके थे ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) से (ग). सिकन्दरा को बारा से मिलाने वाली सड़क राष्ट्रीय राजमार्ग नहीं बल्कि एक प्रदेश राजमार्ग है । भारत सरकार ने अन्तप्रदेशीय या आर्थिक महत्व की सड़कों के केन्द्रीय सहायता कार्यक्रम के अन्तर्गत इस सड़क के विकास कार्य के लिये जिस में सेंगर नदी पर ऊंची सतह के एक पुल का निर्माण भी शामिल है, २४ लाख रुपयों के सहायता अनुदान की व्यवस्था की है । इस सड़क का निर्माण कार्य अधिकांशतः पूरा हो रहा है, लेकिन सेंगर नदी पर प्रस्तावित पुल का निर्माण कई बार टेंडर मंगाय जाने पर भी उचित कोटशन न मिल सकने के कारण शुरू नहीं किया जा सका है । अतः इस पुल के निर्माण के लिये परस्पर समझौता कर ठेका देने का प्रयत्न किया जा रहा है ।

Development of Tourism in Kerala

1458. **Shri A. V. Raghavan:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is any proposal to acquire the '"Sandbags" in Badagara for developing the same into a tourist centre (Kerala State);

(b) whether Government are aware of the vast possibilities to attract foreigners to this sea-side resort; and

(c) the number of foreigners who visited the place during the last 5 years?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Reference to '"Sandbags" is presumably intended to be to "Sand Banks". The State Government are examining the proposal to acquire this building for conversion into a tourist bungalow for which there is a provision of Rs. 1 lakh in the State's Third Five Year Plan.

(b) In the opinion of the State Government there are some possibilities of torists being attracted to this place.

(c) Figures regarding the number of foreigners who visited the place during the last 5 years are not available. In 1961-62, 67 foreigners are reported to have visited the place.

Teachers in Schools and Colleges run by Railways

1459. **Shri S. N. Chaturvedi:** Will the Minister of **Railways** be pleased to state:

(a) whether the grades of teachers in High Schools, Higher Secondary Schools and Intermediate colleges run by the Railways were revised last year;

(b) if so, whether the salaries of teachers of Intermediate colleges also were raised; and

(c) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

b) Yes, Sir. The scale of pay of lecturers in Intermediate colleges has been further revised.

(c) Does not arise.

Establishment of Fruit and Vegetable Research Centres

1460. { **Shri Warior:**
Shri Vasudevan Nair:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have a scheme to establish a few Fruit and Vegetable Research Stations in India including one at Trichur, Kerala; and

(b) if so, the special features of the schemes?

The Minister of State in the Ministry of Food & Agriculture (Dr. Ram Subhag Singh): (a) Yes; the Government have a scheme under consideration to establish regional Fruit and Vegetable Research Stations in India, but the final location of the Centres under the scheme has not yet been decided.

(b) The scheme aims at intensification of research on Fruits and Vegetables on regional basis.

Karappara-Kuriyarkutti Hydel Scheme in Kerala

1461. { **Shri Warior:**
Shri Vasudevan Nair:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether Government are aware of the fact that Engineers of Kerala State had submitted a report to that Government on the Karappara-Kuriyarkutti Hydel Scheme on the Parambikulam river;

(b) whether Kerala Government had submitted the scheme for the approval of the Centre; and

(c) if so, at what stage it is?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) No.

(b) and (c). Do not arise.

Plantation of Sandal Wood

1462. **Shri Maheswar Naik:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government of India have any scheme in hand, either on their own or in collaboration with any of the State Governments, for extensive plantation of sandal wood in the country;

(b) to what industrial purposes the sandal wood is generally put; and

(c) whether any serious efforts are being made to earn foreign exchange from this source?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The Government of India have no schemes of their own or in collaboration with States, for taking up sandal wood plantations. Sandal wood is planted in the States of Mysore, Madras and Kerala on a commercial scale. Attempts are also being made to raise such plantations by the States of Rajasthan, Uttar Pradesh, Andhra Pradesh and Maharashtra.

(b) Sandal wood is used for fancy carving work. In Mysore it is distilled on a large scale for producing sandal oil which is used in perfumery, soap industry and for medicinal purposes. Saw dust, wood-waste and chips and shavings of stems and roots are used as incense.

(c) The Government of Mysore have a State owned factory to produce oil and also an organization abroad to ensure that their sandal oil is marketted to the best advantage. For purposes of export promotion, the Central Government have imposed quality control on sandal oil on a compulsory basis under the Agmark Scheme.

Delhi Tram Service

1463. **Shri Maheswar Naik:** Will the Minister of **Transport and Communications** be pleased to state:

(a) under whose ownership and control the Delhi tram services are being run now;

(b) what is the financial position of this system; and

(c) whether there is any proposal for rehabilitation or complete abolition of these services?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The Tram services in Delhi are managed as one of the wings of the Delhi Transport Undertaking, which is a part of the Municipal Corporation of Delhi.

(b) The Tramway service in Delhi has been running in a loss due to the fact that the carriages and the overhead equipment are very old and the traffic conditions in the city are difficult. The net loss during the financial years 1960-61 and 1961-62 was Rs. 2,43,604|- and Rs. 3,23,000|- respectively.

(c) It has been decided to completely abolish the system by a phased programme.

Prices of Timber in Andaman Islands

1464. Shrimati Savitri Nigam: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether prices of sawn timber for local sale have been revised by the Forest Department, Andaman Islands, with effect from 1st April, 1962;

(b) whether it is a fact that in certain cases prices have been increased by more than 50% (as for Tmpeing, Black Chuglam, Pyinma etc.); and

(c) the justification for such a drastic increase in prices of timber for local sale only, when there is no increase in the sale-prices of those woods in Calcutta/Madras markets?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) **and (b).** A statement showing the increase in prices of certain species of timber is laid on the Table. [*See* **Appendix II, annexure No. 68**]. The increase varies between 20 to 25% except in the case of Silver Grey which is an Ornamental wood. The classification "Superior hardwood" which was current upto 31-3-1962 has now been split up into two groups viz. "Superior hardwood—'A' Grade" and "Superior hardwood 'B' Grade". The Superior hardwood 'B' Grade includes timber which are of better quality and the price of this timber has been increased as indicated above.

(c) Up to 31-3-1962 "Standard hardwood" was sold as a mixture of different species including the better species but people always preferred to buy only superior species due to their being more durable and of better quality. The prices have been increased in order to prevent the use of different types of hardwoods for purposes other than that for which they are specially intended. Besides, the cost of production of sawn timber during 1960-61 had gone up by about Rs. 15/- per ton as compared to the previous year and this factor was also taken into consideration while increasing the prices of better species.

The Silver Grey which is an Ornamental timber has always fetched high prices in auctions and there is a great demand for it. Hence, the price increase has been more in this case than the others. The Andamans Forest Department is run on a commercial basis.

The timber is sold at the depots in the mainland not at fixed price but by open auction.

Insurance Scheme for Agricultural Crops

1465. Shri M. L. Jadhav: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have considered—the proposal to introduce insurance scheme for agricultural crops;

(b) when Government are likely to introduce the Scheme; and

(c) what is likely to be the nature of the scheme?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh) (a) to (c). The Punjab Government intend to introduce a pilot scheme for crop insurance in that State. Details of the scheme are being worked out by them and the final scheme has not so far been received by the Government of India. It is not possible to say at this stage when the scheme would be introduced.

Time Scale clerks and R.M.S. Sorters

1466. { **Shri Buta Singh:** / **Shri Gulshan:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that time scale clerks and R.M.S. sorters of the P. & T. department are required to pass written and oral tests before they are confirmed;

(b) whether it is also a fact that failure to pass the above tests renders these employees liable for termination of their services reversion to lower grade if they happen to be direct recruit/departmental promotees; and

(c) if so, the total number of such employees (i) whose services have been terminated (ii) who have been reverted to lower grade and (iiii) number of Scheduled Castes employees affected in both cases, in the years 1960 and 1961, in all the P. & T. Circles?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes, Sir.

(b) Yes. However, in the case of direct recruits, alternative posts in lower grades are offered before their services are terminated. Time-scale clerks and sorters who could not pass the confirmation test within the permissible number of chances and have completed at least 5 years' satisfactory service in their grade on or before the 12th October, 1961 are as a matter of concession being exempted from the confirmation test if their work and conduct is adjuged as satisfactory. The whole question is being reviewed and in the meantime instructions have been issued that officials should not be reverted or discharged from service for their failure to qualify in the confirmation test.

(c) The information is being collected and will be laid on the Table of the Sabha.

Welfare Inspectors

1467. { **Shri Buta Singh:** / **Shri Gulshan:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that several posts of Welfare Inspectors and Upper Division Clerks have been created in different P. & T. Circles and Other Units under them since 1957 upto date; and

(b) if so, the total number of posts sanctioned in each P. & T. Circle and the number of posts reserved for the members of Scheduled Castes and Scheduled Tribes in the above categories?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes, Sir.

(b) The posts will not be filled up centrally. No reservation of any quota is feasible for the posts of Welfare Inspectors because only one past will be filled up in each Circle for the present on the recommendation of Departmental Promotion Committees. The question of the practicability of having the quota on an overall basis is being examined. The posts of Upper Division Clerks were filled up on the basis of—

(i) Direct recruitment.

(ii) Promotion from Lower Division on the basis of a compe-

titive merit test.

(iii) Selection of staff of subordinate offices on the recommendation of a D.P.C.

The orders of reservation of vacancies for Scheduled Caste and Scheduled Tribe apply to (i) and (ii).

The statistical information asked for is being collected and will be laid on the table of the House.

Declaration of Varanasi as 'B' Class City

1468. Shri Priya Gupta: Will the Minister of **Railways** be pleased to state:

(a) whether from 1st July, 1961 Varanasi has been decided to be classified as 'B' Class City;

(b) whether employees working in District office premises of North East Railway at Varanasi, Manduadi who were getting prescribed rate when Varanasi was a 'C' class city—have since been given the enhanced rates of compensatory (city) allowance or House rent allowance applicable for 'B' Class cities;

(c) whether the employees working in Manduadi Transhipment Yard, office and station of North Eastern Railway have been extended this amenity on par with employees working in Locomotives Workshop there; and

(d) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) Yes.

(c) Yes.

(d) Does not arise.

Marine Staff on N.F. Railway

1469. Shri Priya Gupta: Will the Minister of **Railways** be pleased to state:

(a) whether Marin Staff in North East Frontier Railway of Vessel even after performing the scheduled 8 hours of duty as per classified Roster by proper authority under Hours of Employment Regulations under Section 71 of Indian Railway Act were deprived of their wages for seven days in 1962 by District Mechanical Engineer (Marine) Pandu;

(b) if so, under what authority; and

(c) what action N.F. Railway administration took when the dispute was represented to them?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). The Marine staff concerned have been reclassified by the competent authority as 'essentially intermittent' staff who are restored for work for 12 hours a day. The staff did not complete the prescribed hours for about a month in February-March 1962 and as such under the normal procedure, their pay could not be drawn. Subsequently on representations being made on behalf of the staff, the administration has agreed to treat the period of absence as leave due and payment has been made to them accordingly.

Employment of Casual Labour on Railways

1470. Shri Priya Gupta: Will the Minister of **Railways** be pleased to state on what terms and conditions casual labour is employed on Railways at present?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Casual labourers are not Railway Servants and as such, no terms and conditions as such are applied to them. Their employment is seasonal and intermittent and they are granted daily rates of pay.

Ports in Maharashtra

1471. Shri Jedhe: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any survey has been made to develop new ports on the coastal line of Maharashtra State;

(b) if so, the details thereof; and

(c) the steps being taken by the Government of India to develop ports that are under-developed and the names of those ports?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) Does not arise.

(c) The details of development schemes for improving the existing minor ports in Maharashtra under the Third Five Year Plan are shown in the statement laid on the Table. [*See* Appendix II, annexure No. 69].

Villages without Post Offices and Revenue from Telephone Users

1472. Shri Jedhe: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of villages in India without post offices, State-wise;

(b) the number of Talukas in India with and without telephone connections State-wise;

(c) average earning of revenue from and expenditure on telephone users and postal Department in Bombay and Poona cities per day; and

(d) earning of revenue from telephone users and Posts and Telegraphs Department in Maharashtra State in the year 1961-62 separately?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) and (b). The information is being collected and will be laid on the Table of the Sabha as early as possible.

(c) and (d). The accounts of the Posts and Telegraphs Deparment are maintained so as to exhibit the total Revenue and Expenditure of the Department as a whole according to its four constituent branches *viz.* Postal Telepgrahs, Telephone and Radio. No accounts are maintained to show separately the income and expenditure city-wise or state-wise.

Home Treatment for T. B. Patients

1474. Shri P. C. Borooah: Will the Minister of **Health** be pleased to state:

(a) the form and extent to which aid is given under Home Treatment to T.B. patients;

(b) what is the procedure for grant of such aid; and

(c) what are the conditions under which such aid can be granted?

The Minister of Health (Dr. Sushila Nayar): (a) T.B. patients under domiciliary treatment are given free diagnostic facilities and anti T.B. drugs. Financial assistance is given to deserving cases wherever possible.

(b) T.B. Clinics issue free anti T.B. drugs to deserving poor T.B. patients on the advice of home visitors, who visit them in their homes to guide them in the treatment and who inform the T.B. clinic about their socio-economic conditions. Deserving patients receive financial assistance through the Care and After-Care Committees formed by the local T.B. Association out of local contributions or through philanthropists. Some States and the Centre also aid deserving cases.

(c) The usual conditions for giving of free treatment and financial aid are (i) the income of the family is less than Rs. 300 p.m. on an average, (ii) the patients live in overcrowded and unhygienic conditions and (iii) to meet special needs such as Rickshaw fares, rents or nutritional supplement etc.

Loan for Purchase of Ships

1475. Shri A. S. Saigal: Will the Minister of **Transport and Communications** be pleased to state:

(a) the total amount of loans given by Government to M/s R. Akoojee Jadwet & Co. of Andaman and Nicobar Islands for purchase of ships;

(b) the number of ships purchased by the Company against these loans;

(c) the total price of each ship so purchased; and

(d) whether repayments of the loan have started and instalments are being paid by the Company in accordance with the terms and conditions of the loan?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) One loan of Rs. 9,20,000/-.

(b) and (c). Two ships, m.v. *Saheeda* and m.v. *Ciena* have been purchased by the company at prices of Rs. 8:46 lakhs and Rs. 10 lakhs respectively.

(d) The repayments of the loan have not yet fallen due.

Telephone Operators in Ambala Division

1476. { Shri Buta Singh: / Shri Gulshan:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that sixteen telephone operators were confirmed by the Divisional Engineer, Telegraphs Ambala Division in the year 1961; and

(b) if so, the number of Scheduled Caste telephone operators confirmed according to special communal roster maintained for the Scheduled Castes and Scheduled Tribes by the Divisional Engineer Telegraphs, Ambala?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) 26 officials were considered during 1961; orders for 22 were issued in 1961 and for 4 in 1962 with retrospective effect.

(b) Six.

गन्ने को खेती

१४७७. श्री मनोराम बागड़ी : क्या **खाद्य तथा कृषि** मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि किसानों को गन्ने की पूरी कीमत कारखानेदार नहीं देते हैं, इसलिये किसान गन्ना कम पैदा करता है; और

(ख) यदि हां, तो क्या सरकार इस सिलसिले में कुछ कार्यवाही करेगी ?

खाद्य तथा कृषि मंत्रालय में उपमंत्री (श्री अ० म० थामस) : (क) जी, नहीं।

(ख) प्रश्न ही नहीं उठता।

नर्मदा घाटी परियोजना

१४७८. श्री बड़े : क्या **सिंचाई और विद्युत्** मंत्री यह बताने की कपा करेंगे कि :

(क) क्या मध्य प्रदेश में नर्मदा नदी पर हीरण प्रपात के पास बांध बांधकर बिजली उत्पादन तथा सिंचाई करने का सरकार का विचार है ;

(ख) क्या इसका सर्वेक्षण हो गया है;

(ग) क्या मध्य प्रदेश सरकार तथा गुजरात सरकार से इस सम्बन्ध में विचार-विमर्श किया गया है ;

(घ) उक्त बांध के निर्माण पर केन्द्रीय तथा राज्य सरकारें कितना धन खर्च करेंगी;

(ङ) यदि बांध बढ़वानी के पास बनाया जायेगा तो कितने ग्राम तथा नगर डूब जायेंगे ?

सिंचाई तथा विद्युत मंत्रालय में राज्य मंत्री (श्री अलगेसन) : (क) तथा (ख). इस योजना का सर्वे और छानबीन हो रही है।

(ग) जी हां।

(घ) तथा (ङ). छानबीन के बाद ही परियोजना की रिपोर्ट तैयार की जाएगी। लागत और उन ग्रामों की संख्या का पता जो कि जलमग्न हो जाएगी रिपोर्ट के तयार हो जाने के बाद ही चलेगा।

कानपुर में ऊपरी पुल

१४७६. **श्री ब० वि० मेहरोत्रा** : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कानपुर शहर में बिजली घर के पास मरे फाटक कम्पनी के पास तथा उनकी स्टेशन के पास के फाटक पर अकसर यातायात रुका रहता है ;

(ख) क्या उपरोक्त स्थानों पर तृतीय पंचवर्षीय योजना में ऊपरी पुल बनाये जाने की योजना है ; और

(ग) यदि हां, तो यह काम कब तक शुरू किया जायेगा ?

रेल मंत्रालय में उपमन्त्री (श्री सें० वें० रामस्वामी) : (क) जी हां। रेल यातायात के गुजरते समय सुरक्षा की दृष्टि से समपार फाटकों को, यथा-सम्भव कम से कम समय के लिए, बन्द करना पड़ता है।

(ख) और (ग). मौजूदा समपारों के स्थान पर लाइन के ऊपर या नीचे पुल की व्यवस्था राज्य सरकार की अपनी आयोजनाओं का एक अंग है। रेल प्रशासन उन्हीं पुलों के निर्माण का काम हाथ में लेता है, जिनकी सिफारिश राज्य सरकार करती है और वर्तमान नियमों के अधीन जिनकी लागत पर अपने हिस्से की रकम देने को तैयार होती है।

मरे समपार के सम्बन्ध में कानपुर म्यूनिसिपल बोर्ड ने अभी योजना को अन्तिम रूप नहीं दिया है और न यह फैसला किया है कि पुल लाइन के ऊपर बनेगा या नीचे। फिर भी रेलवे ने अपना काम कर लिया है, अर्थात् पुल बनाने के लिये १९६२-६३ के निर्माण-कार्यक्रम में आवश्यक व्यवस्था कर ली है। पुल बनाने के सम्बन्ध में अन्तिम आयोजना उस समय तैयार की जायेगी, जब कानपुर म्युनिसिपल बोर्ड से इस आशय की एक निश्चित योजना मिल जाय कि पुल के लिए अपने खर्च पर वह पहुंच-मार्ग बनाने का काम किस वर्ष शुरू कर सकेगा।

पंकी स्टेशन के पास मौजूदा समपार के स्थान पर लाइन के ऊपर नीचे पुल बनाने के सम्बन्ध में उत्तर प्रदेश राज्य सरकार ने इस मन्त्रालय को सूचित किया है कि धन की कमी के कारण वह अपने राज्य में मुजफ्फर नगर में एक पुल के अलावा किसी और ऊपरी पुल के लिए धन की व्यवस्था नहीं कर सकेगी।

चम्बल परियोजना

१४८०. **श्री बेरवा** : क्या **सिंचाई और विद्युत** मन्त्री यह बताने की कृपा करेंगे कि :

(क) चम्बल योजना के कार्य में अब तक क्या प्रगति हुई है;

(ख) इस योजना का कार्य कितने समय में पूरा हो जायेगा; और

(ग) इसके अन्तर्गत सिंचाई के लिये नहरों का निर्माण और विद्युत का उत्पादन होने के बाद राजस्थान और मध्य प्रदेश को कितना लाभ होगा ?

सिंचाई तथा विद्युत मंत्रालय में राज्य मंत्री (श्री अलगेसन) : (क) चम्बल परियोजना की प्रथम अवस्था के मुख्य कार्य की प्रगति मार्च, १९६२ के अन्त तक नीचे दी गई है :—

(१) गान्धी सागर बांध (मध्य प्रदेश)

पूर्ण हो गया है।

(२) गान्धी सागर बजली घर (मध्य प्रदेश)

बिजलीघर संरचना पूर्ण हो गई है। बिजलीघर में चौथा यूनिट लगाया जा रहा है। तृतीय पंचवर्षीय योजना अवधि में पांचवां यूनिट भी लगाया जाना है।

(३) प्रेषण लाइन

मध्य प्रदेश में विद्युत् वितरणार्थ सात प्रेषण लाइनें, सवाए-माधोपुर से ग्वालियर तक की लाइन को छोड़ कर, पूर्ण हो गई हैं। गांधी सागर बिजलीघर के और प्रेषण लाइनों के पूर्ण होने के फलस्वरूप उज्जैन, भोपाल, नीमच, तथा इन्दौर आदि को बिजली दी जा रही है। सभी ग्रिड केन्द्रों पर, ग्वालियर वाले को छोड़ कर, कार्य पूर्ण हो गया है।

राजस्थान में, गांधी सागर से कोटा तक की प्रेषण लाइन तथा सवाए-माधोपुर से जयपुर तक की प्रेषण लाइन पूर्ण गई हैं। अन्य लाइनों और ग्रिड उपकेन्द्रों पर कार्य प्रगति कर रहा है। इस समय राजस्थान में निम्नलिखित शहरों को बिजली दी जा रही है :—

(१) कोटा (२) बूंदी (३) भवानी मण्डी (४) रामगंज मण्डी (५) झालावार (६) झालावार रोड, और (७) पच-पहार।

(४) कोटा बैराज (राजस्थान)

पूर्ण हो गया है।

(५) नहरें (मध्य प्रदेश और राजस्थान में)

मध्य प्रदेश में दाईं मुख्य नहर पर कार्य प्रगति कर रहा है। नहर के प्रथम चालीस मील पूर्ण हो गये हैं। यह सिंचाई के लिये दिसम्बर, १९६० में खोली गई थी।

राजस्थान में दाईं मुख्य नहर पूर्ण हो गई है और बाईं मुख्य नहर पर कार्य लगभग पूर्ण हो गया है। दाईं मुख्य नहर की वितरण प्रणाली पर ६५० मीलों की लम्बाई में से लगभग ५०० मील लम्बाई पूर्ण हो गई है। लगभग २,२०० मील की लम्बाई के जल-मार्ग खोद दिये गये हैं।

परियोजना की दूसरी अवस्था के अधीन कार्य

राणा प्रताप सागर बांध पर प्राथमिक कार्य, जिनमें कालोनी के मकान, बांध स्थल तक जाने वाली सड़कें और प्रवेश पथ सम्मिलित हैं, प्रगति कर रहे हैं। बांध के आधार की खुदाई पूर्ण होने को है। बांध पर कन्सालिडेशन ग्राउटिंग (Consolidation grouting) कंक्रीट और मेंसनरी का कार्य भी प्रगति कर रहा है।

(ख) परियोजना की प्रथम अवस्था के अधीन शेष कार्य, आशा है, मार्च, १९६४ तक पूर्ण हो जायेंगे। परियोजना की दूसरी अवस्था के अधीन राणा प्रताप सागर बांध के १९६४-६५ के अन्त तक पूर्ण होने की सम्भावना है।

(ग) प्रथम अवस्था के पूर्ण होने पर, चम्बल परियोजना से मध्य प्रदेश में ५.५ लाख एकड़ भूमि को और राजस्थान में भी इतनी ही भूमि को सिंचाई की सुविधाएं मिलने की सम्भावना है। इससे ६० प्रतिशत भार अनुपात पर ८०,००० किलोवाट बिजली उत्पन्न होगी। दूसरी अवस्था के पूर्ण होने पर परियोजना से ६० प्रतिशत भार अनुपात पर ९०,००० किलोवाट अतिरिक्त बिजली उत्पन्न होगी और मध्य प्रदेश में १.५ लाख एकड़ अतिरिक्त भूमि को और इतनी

ही भूमि को राजस्थान में सिंचाई की सुविधाएं भी मिलेंगी । इससे उत्पन्न हुई बिजली राजस्थान और मध्य प्रदेश को बराबर अनुपात में दी जाएगी ।

Agricultural Fair in Delhi in 1962 Winter

1481. **Shri Chandak:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether an Agricultural Fair will be held in Delhi this winter;

(b) if so, whether it will be sponsored by Government or the Bharat Krishak Samaj;

(c) whether Government or the Bharat Krishak Samaj as the case may be, will set up a separate office for this purpose;

(d) when and where such an office will be set up; and

(e) who will be the office-bearers?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) No.

(b) to (e) Does not arise.

'Own Your Telephone' Scheme

1482. **Shri Shiv Charan Gupta:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of outstanding applications as on 31st March, 1962 for telephone connections under 'Own your telephone' scheme and other categories in the country; and

(b) the propspects of giving these connections in each State and Union Territory?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) A statement of outstanding demands under O.Y.T. and non-O.Y.T. categories is laid on the Table [*See* Appendix II, annexure no. 70].

(b) During the remaining four years of the 3rd Five-Year Plan it is proposed to instal approx. 2,75,000 lines in India. As many new connections as possible will be provided from these additional installations to meet the demands already pending as well as those that may arise. The number of applicants under the non-O.Y.T. category is much less than the actual needs, since many requirements are not registered in view of the fact that telephone demands have not met over long periods.

ताजेवाला हैडवर्क्स दिल्ली के पास बांध में दरार

१४८३. **स्वामी रामेश्वरानन्द सरस्वती :** क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) कि ताजेवाला हैडवर्क्स से नीचे की तरफ यमुना का जो बांध पिछले वर्ष टूट गया था, उस सम्बन्ध में सरकार ने अब तक क्या कार्यवाही की है; और

(ख) यह बांध कब तक ठीक हो जायेगा ?

सिंचाई तथा विद्युत् मंत्रालय में राज्य मंत्री (श्री अलगेसन) : (क) तथा (ख). यमना नदी पर ताजेवाला हैडवर्क्स के निकट कोई भी बांध नहीं है । इसलिए बांध के टूटने और उसकी मरम्मत करने का सवाल ही नहीं उठता ।

यमुना नहर के दोनों ओर पानी जमा होना

१४८४. **स्वामी रामेश्वरानन्द सरस्वती :** क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि यमुना नहर के समीप दोनों ओर लाखों बीघा भूमि बाढ़ग्रस्त है;

(ख) यदि हां, तो इस सम्बन्ध में सरकार क्या कर रही है ; और

(ग) इस सैलाब को कब तक दूर किया जा सकेगा ?

सिंचाई तथा विद्युत मंत्रालय में राज्य मंत्री (श्री प्रतापसिंह) : (क) से (ग). आवश्यक जानकारी इकट्ठी की जा रही है और यथाशीघ्र सभा पटल पर रख दी जाएगी ।

Waiting Rooms constructed on Rupar-Nangal Dam Line

1485. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the number of waiting rooms constructed at the stations from Rupar to Nangal Dam on the Northern Railway during the Second Five Year Plan period; and

(b) if no waiting room has been constructed, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). No waiting room has been provided during the Second Five Year Plan period. The Provision of any passenger amenity on Rupar-Nangal section can only be undertaken if the State Government agree to bear their share of cost in terms of the agreement with them under which the line was constructed and is being operated.

Medium Irrigation in Punjab

1486. Shri Daljit Singh: Will the Minister of **Irrigation and Power** be pleased to state the amount given by way of grants and loans for medium irrigation to Punjab State during the years 1960-61, 1961-62 and 1962-63 so far?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): A loan of Rs. 79,12,000 was sanctioned during 1960-61 to the Government of Punjab for financing expenditure on the Miscellaneous Development Schemes in the State which, *inter-alia*, include medium irrigation schemes. No loan was granted during the year 1961-62. For 1962-63, allotment has still to be finalised.

No separate grant was given to this State for medium irrigation schemes during these years.

Post Offices in Singhbhum District, Bihar

1487. Shri H. C. Soy: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Kharswan and Goilkera Police stations in Singhbhum district, Bihar are very large areas and have very few Post Offices;

(b) whether the Post Offices at Amda and Goilkera on the South Eastern Railway are handling fairly large volume of work but are still housed in rented buildings and have no telegraphic facilities; and

(c) if so, the steps being taken in the matter?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) The area under Kharswan Police station is small and sparsely populated, whereas Goilkera Police station has been recently carved out of Chakradharpur Police station on bifurcation and its jurisdiction is not yet known. Four post offices exist in the area.

(b) Since both the post offices are Extra Departmental Branch Offices, they are housed in private buildings. They do not at present provide telegraph facilities.

(c) It is proposed to open 8 post offices during the Third Plan period in these areas. Besides, the question of upgrading the Branch Offices at Amda and Goilkera into Departmental sub offices is under examination Sanction for opening a telegraph office at Goilkera has been issued. A proposal for opening a telegraph office at Amda is under examination.

Farakka Barrage

1488. Shri Mohammad Elias: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the work of Farakka Barrage is not progressing satisfactorily due to want of Engineers; and

(b) if so, what steps are being taken to improve the situation?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) and (b). No. The work on the Project is progressing satisfactorily. Shortage of experienced Assistant Engineers only has been felt, but this is being overcome by drawing qualified and experienced officers on deputation from the Government of West Bengal and the Central Water and Power Commission.

हिसार पशु फार्म

१४८९. **श्री बुद्धवीर सिंह :** क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) हिसार पशु फार्म जो एशिया का सबसे बड़ा फार्म कहा जाता है उसके अधिक विकास के लिए केन्द्र सरकार क्या राज्य सरकार को कोई सहायता देना चाहती है ; और

(ख) यदि हां, तो सारी योजना का क्या ब्योरा है ?

खाद्य मंत्रालय में उपमंत्री (श्री अ० म० थामस) : (क) और (ख). जी हां । केन्द्रीय सहायता का हिस्सा अधिक से अधिक ५० लाख रुपये तक सीमित होगा ।

योजना का उद्देश्य है (१) उन ढोरों की जनन श्रेणी (guentic quality) का विकास करना, जो कि पशु-पालन स्थितियों में (ranch conditions) फार्मों में नियंत्रित प्रजनन के द्वारा आजकल रखे जाते हैं और दोनों प्रकार के पशुओं के रूप में नसल का विकास करना, तथा (२) ऐसे हरियानी नसल के ७५० उत्तम सांडों का वार्षिक उत्पादन, जो कि पंजाब और अन्य राज्यों में प्रजनन के लिए उपयोग किये जाते हैं ।

दिल्ली दुग्ध वितरण योजना

१४९०. **श्री बेरवा :** क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली दुग्ध वितरण योजना के अन्तर्गत दिल्ली में इस समय कितने दुग्ध वितरण केन्द्र हैं ;

(ख) इन केन्द्रों से दूध लेने वाले व्यक्तियों की कुल संख्या इस समय क्या है और उनमें कार्ड वाले ग्राहक कितने हैं ;

(ग) क्या यह सच है कि हाल में ऐसा कोई परिपत्र जारी किया गया है कि नए कार्ड अभी नहीं दिए जायें; और

(घ) यदि हां, तो इसका क्या कारण है ?

खाद्य मंत्रालय में उपमंत्री (श्री अ० म० थामस) : (क) ४४४ दूध डिपों और सारे दिन खुलने वाले ६ स्टाल ।

(ख) ऐसा कोई भी लेखा नहीं रखा जाता है कि कितने मनुष्य दुध केवल नकद खरीदते हैं और इसलिए यह ज्ञात नहीं है कि डिपो और हटालों से दूध खरीदने वाले मनुष्यों की कुल संख्या कितनी है, दूध के कार्ड वाले व्यक्तियों की संख्या ९९११९ है ।

(ग) भैंस के दूध के लिए नये कार्ड बनाना मई, १९६२ में बन्द कर दिया गया था, लेकिन टोन्ड दूध के कार्ड बनाने के लिए कोई भी ऐसा प्रतिबन्ध नहीं है ।

(घ) भैंसों के दूध की उत्पत्ति में कमी होने के कारण, उसके दूध के संभरण में कमी हो गई ।

Road Transport with Nagaland

1491. Shri P. C. Borooah: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is a scheme for developing the road transport in and inter-State road transport with Nagaland;

(b) if so, the details of the scheme; and

(c) the estimated cost of the scheme?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A scheme for the setting up of a state road transport undertaking in Nagaland is being prepared by the Nagaland Administration, in consultation with the Manipur State Transport. As the scheme has yet to be finalised, its details and the cost involved are not known.

Highway in Bihar

1492. Shri H. C. Soy: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the progress of construction of the highway passing through Singhbhum in Bihar is very slow; and

(b) if so, the reasons, for the same.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The National Highways No. 6 and 33 passing through the district of Singhbhum form part of the construction programme for which International Development Association (an affiliate of the World Bank) have advanced a credit. The work on these National Highways had to be stopped last year as the specifications were upgraded to suit the requirements of a 2-lane modern traffic road. The entire work is likely to be completed by September, 1964.

Major and Medium Irrigation Projects

1493. Shri Rajagopala Rao: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the names of the major and medium irrigation projects sanctioned State-wise during the First and Second Five Year Plan periods, the execution of which has not yet commenced; and

(b) whether all these projects have been carried over to Third Plan?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) A statement showing the sanctioned major and medium irrigation projects State-wise, the execution of whch had not commenced till the end of 1961, is laid on the Table. [*See* Appendix II, annexure No. 71].

(b) Except those schemes, which were dropped by the State Governments, as indicated in the statement, all others have been carried over to the Third Plan.

Vamsadhara Project

1494. Shri Rajagopala Rao: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the present stage of Vamsadhara Project;

(b) the number of stages of execution contemplated and the estimated duration thereof;

(c) estimated total cost;

(d) the expenditure incurred uptill now;

(e) whether Government are aware that according to original schemes, power could also be generated; and

(f) if so, whether Government contemplate Vamsadhara as an integrated hydro-electric-*cum*-irrigation project in view of power shortage in Andhra?

The Minister of State in the Ministry of Irrigation & Power (Shri

Alagesan): (a) The project report is under examination.

(b) The project will be executed in a single stage and is likely to be completed in the Fourth Plan.

(c) The present estimated cost of the project is about Rs. 13·60 crores.

(d) The project has not yet been approved for execution.

(e) The original scheme did not envisage generation of power.

(f) Does not arise.

Bombay-Goa Road

1495. Shri Nath Pai: Will the Minister of **Transport and Communications** be pleased to state:

(a) when the Bombay-Goa road will be completed;

(b) how much of it has been completed; and

(c) whether the work of construction has been going on according to schedule?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table. [*See* Appendix II, annexure No. 72].

Foreign Exchange for Irrigation Projects

1496. Shri Jedhe: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that completion of some major and medium Irrigation Projects is delayed due to want of foreign exchange; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Irrigation & Power (Shri Alagesan): (a) and (b). Foreign exchange continues to be one of the bottlenecks in the matter of speedy execution of irrigation projects. Every effort is, however, being made to find foreign exchange for the completion of major and medium irrigation projects according to schedule.

Irrigation and Power Projects

1497. Shri Jedhe: Will the Minister of **Irrigation and Power** be pleased to state:

(a) how many Irrigation and Power Projects which were under construction suffered heavy and small losses during the last five years; and

(b) whether a statement showing the details of the losses (monetary and life) State-wise with the causes therefor will be laid on the Table?

The Minister of State in the Ministry of Irrigation & Power (Shri Alagesan): (a) and (b). The information is being collected and will be laid on the Table of the House.

Sugar Factories in Third Plan

1498. Shri Jedhe: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that more licences will be issued to co-operative societies to start sugar factories in Third Five Year Plan period;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

The Deputy Minister of Food & Agriculture (Shri A. M. Thomas): (a) to (c). In view of surplus production of sugar in the country fresh licences, even to co-operatives, are not being issued for the time-belong.

वातानुकूलित डिब्बों के यात्री

१४९९. श्री राम सेवक यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि दिल्ली से बम्बई, दिल्ली से मद्रास और दिल्ली से हावड़ा जाने वाली एक्सप्रेस गाड़ियों में लग वातानुकूलित डिब्बों में सफर करने वाले यात्रियों का प्रतिशत इन गाड़ियों ने बैठने की जगह के हिसाब से क्या है ?

उपरेल-मंत्री (श्री सें० वें० रामस्वामी:) : एक विवरण सभा पटल पर रखा जाता है ।

विवरण

जिन स्टेशनों के बीच वातानुकूल एक्सप्रेस गाड़ियां चलती हैं		१९६१ में वातानुकूल डिब्बों के उपयोग में घटा-बढ़ी का प्रतिशत	
		(अव्यस्त काल में)	(व्यस्त काल में)
नयी दिल्ली-बम्बई सेण्ट्रल	वातानुकूल	३०	७५
	तीसरा दर्जा वातानुकूल	६६.२	९८.७
बम्बई सेण्ट्रल-नई दिल्ली	वातानुकूल	४९.५	८१
	तीसरा दर्जा वातानुकूल	६६.२	९२.५
नयी दिल्ली-मद्रास सेण्ट्रल	वातानुकूल	१८.५	६७
	तीसरा दर्जा वातानुकूल	३०.३	८०
मद्रास सेण्ट्रल-नयी दिल्ली	वातानुकूल	२०.५	६२
	तीसरा दर्जा वातानुकूल	२९.४	७२
नयी दिल्ली-हावड़ा	वातानुकूल	३१.५	७३.५
	तीसरा दर्जा वातानुकूल	४९	९५.५
हावड़ा नयी-दिल्ली	वातानुकूल	४१	७८.५
	तीसरा दर्जा वातानुकूल	६२.५	८६

Central Tractor Organization

1500. Shri Nambiar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the pay of the daily-paid staff of the Central Tractor Organization who are paid from the Contingencies, has been fixed at Rs. 70 p.m. *plus* usual allowances with effect from the 1st July, 1959;

(b) if so, whether the pay of the daily-paid staff of the Indian Agricultural Research Institute, who are paid from the contingencies, has similarly been fixed; and

(c) if not, the reasons therefor?

The Minister of State in the Ministry of Food & Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) Yes, the pay of daily paid staff of the Indian Agricultural Research Institute, New Delhi, who have been in service for more than five years and are paid from contingencies, has been similarly fixed.

(c) Does not arise.

Import of Rice

1501. Shri E. Madhusudan Rao: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the import policy of Government about the import of rice;

(b) the amount of rice imported during the year 1961-62;

(c) the cost thereof and the countries from which imported, with breakups for each country; and

(d) the quantity of the rice to be imported during 1962-63?

The Deputy Minister in the Ministry of Food & Agriculture (Shri A. M. Thomas): (a). No import of rice into India on trade account is allowed and all imports of rice from abroad are made by the Government of India only.

(b). About 415 thousand metric tons.

(c). About Rs. 20 crores.

The break-up of the quantity country-wise is as follows:—

United States of America—about 183 thousand metric tons.

Burma—about 202 thousand metric tons.

United Arab Republic—about 30 thousand metric tons.

(d) It is not in the public interest to disclose this information.

Bifurcation of Kanpur Engineering Division of P. & T.

1502. { **Shri Buta Singh:** / **Shri Gulshan:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that Kanpur Engineering Division of Posts and Telegraphs has been bifurcated into D.E.T. Kanpur Division and D.E. Phones Division, Allahabad;

(b) whether it is also a fact that staff of D.E.T. Kanpur Office was transferred to Phones Division, Allahabad on 4th April, 1962 under the formula framed by the Postmaster-General, Lucknow;

(c) if so, the total number of officials transferred to Allahabad Phones Division; and

(d) the number of Scheduled Castes employees who have been transferred to Phones Division, Allahabad?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes. The new Division is, for the present, headquartered at Kanpur. The Allahabad Phones Division has since been redesignated as Telegraph Enginering Division.

(b) Yes—with effect from 12-4-1962.

(c) Thirteen.

(d) Three.

12.07 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Explosions in Delhi

Shri Hem Barua (Gauhati): Sir, under Rule 197, I beg to call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The two explosions reported to have occurred on 14th and 15th May, 1962 in Delhi."

The Minister of Home Affairs (Shri Lal Bahadur Shastri): Sir, on the 14th May at about 8.15 P.M. an explosion occurred in the Lal Kuan Bazar, Delhi, near the shop of some bangle-sellers situated in the vicinity of the show-room of the Hamdard Dawa Khana. The Bazar was crowded at the time with people making purchases on the eve of Id-ul-Zuha. It appears that some explosive substance burst inside a bottle near a place where the bangle-sellers were doing their business. Splinters from the blast caused two holes in the glass pane in the window of the Dawa Khana show room. A man and his family of four children who were purchasing bangles received some minor injuries while two bangle-sellers and three women suffered from superficial scratches. The police reached the spot of the explosion soon after the incident and the injured persons were immediately taken to

[Shri Lal Bahadur Shastri]

hospital for treatment. A case has been registered by the police and is under investigation.

On the 15th May, at about 8.40 P.M. there was a cracker explosion inside the Fatehpuri mosque. The place of the explosion was near the southern gate of the mosque which opens towards Khari Baoli. Fortunately, no one was injured. The remnants of the cracker were found to consist of some pieces of sutli and ordinary cotton. It would appear, therefore, that the incident was intended to create some alarm rather than to injure any person. As it was the evening of Id-ul-Zuha the police had made necessary arrangements to ensure that no inconvenience was caused to anyone visiting the mosque for prayers. Additional precautions had also been taken in view of the fact that crackers had been exploded on some previous occasions in the Fatehpuri mosque. A Constable had been detailed specifically to watch the area in which the explosion took place and the northern gate of the mosque. Another constable had been placed on duty near him. One of these constables noticed that at the time of the explosion only one person was present there. He had been lying there since about 5 P.M. The constables had not, however, said anything to him as they were no doubt under the impression that he had come to join in the prayers. After the explosion, this person moved away at a faster pace towards the northern gate and was immediately apprehended by the two constables on duty and detained for interrogation. His house and shop were also searched. He is a dealer in bangles and some second-hand articles. Two pieces of jute ropes, some old cotton and a small plastic tube were recovered. The police have registered a case and are carrying out detailed investigation. A number of other persons have also been interrogated.

I might take this opportunity to say a few words in general on the explosions that have been taking place in Delhi. Fortunately, most of these incidents have been minor, but five cases were of a major nature. Luckily, no damage of any kind was caused in three of these explosions, but two of them in August 1956 were of a serious nature, resulting in several casualties. It is difficult to say precisely what the motive behind all these incidents is, as the explosions are not confined to any particular locality. It is, however, significant that often explosions have occurred on the occasion of festivals such as Muharram or Id. The incident of the 15th May occurred inside the Fatehpuri mosque. This is not the first time this has happened. It is surprising that such incidents should occur inside a mosque. One is left with the view that the object was to create alarm and bring a bad name to the Government.

It is so easy to drop a small packet or bundle-like thing at any place at night or in the morning when it is comparatively quieter. Only when one lifts it up or tries to open it, it explodes. Explosion cases are, therefore, by their very nature, difficult to detect. The police have, however, been making strenuous efforts to apprehend the culprits. The police have also, since 1957, recovered about five lakhs pounds of various types of explosive substances kept by persons without proper licences. Recently, special staff has been sanctioned which will devote its attention to working out these explosion cases and apprehending the culprits.

Shri Hem Barua: In view of the fact that these incidents are occurring regularly, in a sense, may I know why Government have failed so far to ascertain if these incidents are an indication of communalism raising its ugly head in Delhi or is it an attempt on the part of some to malign India repeatedly in the eyes of the world?

Mr. Speaker: The Home Minister has given the reply.

Shri Hem Barua: This is the fifth bomb explosion. I want to know why the Government have failed so long. It seems Government have not geared up their machinery sufficiently and quickly.

Shri Lal Bahadur Shastri: I have admitted the failure of the administration in regard to some of the major cases. But it is not also correct to say that the police has not been able to take action against the culprits. I may inform the hon. Member that during the last two or three years something has been done in this direction. In 1957 ten persons were arrested and eight were convicted. In 1958 five persons were arrested and two were convicted. In 1959 ten persons were arrested and two were convicted. In 1960 fourteen persons were arrested and six were convicted. So, we have been making investigations, successful investigations, we have been prosecuting people and getting them convicted in courts. But, as I explained in the statement, it is not very easy to detect these case. Still, we have provided special staff only for this work and, I hope, it might produc ebetter results.

Mr. Speaker: Shri P. C. Borooah.

श्री बागड़ी (हिसार) : अध्यक्ष महोदय

Shri Hem Barua: He has not replied to my question.

Mr. Speaker: He might resume his seat. I will come to him. I have now called Shri P. C. Borooah.

Shri P. C. Borooah (Sibsagar): My question has already been answered.

Shri Nath Pai (Rajapur): This failure of the administration to trace the culprits in the bomb cases is on par with the general laxity of the administration. Will the Home Minister please state whether it is not a fact that of all the offences that take place in the capital, including the bomb explosions as many as 66 per cent. as reported by a local daily, go untraced? Does it show an improvement in the percentage of offences traced, as stated by the Home Minister, especially.....

Mr. Speaker: Order, order, He is extending the question to such an extent that the Minister will find it difficult to answer. Only one question at a time. He should confine himself to what we have got before us, namely, the Calling Attention notice. Now he is going on to the general offences committed by people.

Shri Nath Pai: It is a failure.....

Mr. Speaker: I only called him to ask a question if he wanted to and not to make a statement on the general failure of the administration in regard to the offences or on other occasions. If he wants to ask a question, he might do so.

Shri Nath Pai: Would he be pleased to answer that?

Shri Lal Bahadur Shastri: The hon. Member can, of course, ask the question all right, but he might wait for a few days more. When the Budget Demands come up perhaps he will be able to get more time to condemn the administration.

Shri P. K. Deo (Kalahandi): In view of the repeated occurrences of these bomb explosions, may I know if the Government is considering to provide for more effective and deterrent punishment in such cases and, if necessary, to amend the law?

Mr. Speaker: It is a suggestion.

Shri S. M. Banerjee (Kanpur): In view of the repeated incidents I want to know whether Government have handed over these cases for exhaustive investigation by the Central Intelligence instead of leaving it to the ordinary policemen here.

Mr. Speaker: The hon. Home Minister has said that they have been successful in tracing them and in many of the cases the guilty have been punished also. Shri Hem Barua.

Shri Hem Barua: A reply to my question was not given. I just wanted to know why the Government have failed to find out the reasons for these incidents. The hon. Minister, on the other hand, has given us the number of cases detected in which investigations were undertaken. Secondly, our knowledge is that these things are explosive substances but he calls them crackers.

Mr. Speaker: The hon. Minister has given the reasons according to the Government. He has said that probably it is intended to create alarm and also to malign the administration. He gave both these reasons. The hon. Home Minister has agreed with the hon. Member. What further does he want?

श्री प्रकाश वीर शास्त्री (बिजनौर) : जैसा अभी गृह मन्त्री जी ने वक्तव्य दिया है उससे प्रतीत होता है कि यह घटनाएं भारत की राजधानी दिल्ली में कुछ मासों से नहीं बल्कि कुछ वर्षों से निरन्तर चल रही हैं तो क्या जिन मुहल्लों में और जिन स्थानों पर विशेष रूप से इस प्रकार के यह विस्फोट हुए हैं उनको देखते हुए केन्द्रीय सरकार के गुप्तचर विभाग ने सरकार को कोई ऐसी रिपोर्ट भी दी है कि इन विस्फोटों के पीछे कुछ विदेशी तत्वों का भी हाथ है ?

श्री लाल बहादुर शास्त्री : अब मैंने वैसे बिल्कुल एक पक्के तौर पर तो नहीं कह सकता लेकिन मैं इतना कहना चाहता हूं कि जिस मौके पर और जिस जगह पर ऐसी चीजें होती हैं उनमें कभी कभी मुझे यह शक होता है कि उनमें शायद इण्डियन सिटीजन्स शामिल न हों बल्कि कोई और भी हों।

Mr. Speaker: Does Shri Mohsin want to ask a question?

Shri Mohsin (Dharwar South): It is reported.....

श्री बागड़ी : अध्यक्ष महोदय....

अध्यक्ष महोदय : आप जरा बैठ जाइये। जब आप की बारी आयेगी तब मैं बुला लूंगा।

श्री बागड़ी : मेरी बारी न पिछली दफा आई और न ही आगे आ पायगी.....

Mr. Speaker: Order, order. Would he sit down or not?

Shri Mohsin: It is also reported that there was a similar explosion in Fatehpuri Mosque in March, 1961. If so, may I know whether anybody was arrested or whether any case was lodged and what was the result? It has a bearing on this explosion which occurred recently on the 15th May.

Shri Lal Bahadur Shastri: I have not got the details of that case.

श्री रामसेवक यादव (बाराबंकी) : मन्त्री महोदय ने अभी बतलाया कि पुलिस असफल नहीं रही है और और बहुत से वाकयात उन्होंने बताये जिनमें कि मुजरिमों को सजायें हुईं तो मैं जानना चाहता हूं कि जिन लोगों को सजायें हुई हैं वे भारतीय नागरिक हैं या कुछ विदेशी नागरिक हैं ?

श्री लाल बहादुर शास्त्री : जी नहीं वह सब भारतीय नागरिक हैं।

अध्यक्ष महोदय : श्री बागड़ी।

श्री बागड़ी : पहले तो मुझे यह शिकायत है कि कोलिंग स्टेशन में जो सवाल पूछा जाता है और मन्त्री महोदय द्वारा जो वक्तव्य दिया जाता है उसको हिन्दी में समझा दिया जाया करे.....

अध्यक्ष महोदय : अब आप सवाल करें।

श्री बागड़ी : सवाल तो मैं तब करूं जब मैं अंग्रेजी की वह सारी बात समझता होऊं।

अध्यक्ष महोदय : अब मैं वह सारी बात शुरू से तो समझा नहीं सकता। अगर आप साथ साथ पूछते रहते तो और बात थी।

श्री बागड़ी : अगर मैं बीच बीच में खड़ा होकर पूछता रहता तो आप कहते कि माननीय सदस्य बीच में बाधा डालते हैं।

अध्यक्ष महोदय : माननीय सदस्य के पास कोई सवाल पूछने के लिये है या नहीं। अगर आप सवाल नहीं पूछना चाहते तो मैं आगे बढ़ूं।

श्री बागड़ी : गृह मन्त्री महोदय ने अभी जो बताया उससे मेरी समझ में कुछ यह बात आई कि यह जो वाकयात होते हैं इन में हिन्दुस्तानी लोग नहीं हैं बल्कि कुछ बाहरी तत्व शामिल हैं तो मैं जानना चाहता हूं कि कि इस के ऊपर कोई नई तहकीकात करने के लिए सेंट्रल ब्यूरो लगाया है या नहीं ? यह नम्बर एक सवाल है ?

नम्बर दो सवाल मेरा यह है कि जिस तरीके से इन बम केसेज से लोगों में हैरेसमेंट फैलता है और पुलिस अपने नालायकी छिपाने के लिए आम जनता पर तशद्दुद करके हैरेसमेंट फैलाती है उसकी रोकथाम के लिए सरकार कुछ कर रही है या नहीं...

अध्यक्ष महोदय : आर्डर, आर्डर माननीय सदस्य के सिर्फ पहले सवाल का जवाब दे दिया जाये कि क्या यह मामला सेंट्रल इन्टेलिजेंस ब्यूरो को सौंपा जा रहा है।

श्री लाल बहादुर शास्त्री : माननीय सदस्य के सवाल का जवाब तो मैं देने के लिये तैयार हूं लेकिन अगर वह इतने जोरों से हाथ और उंगली दिखायेंगे, तो डर मालूम होता है। (*Interruptions*)

अध्यक्ष महोदय आर्डर, आर्डर। चूंकि अब होम मिनिस्टर साहब ने इस बात की तरफ मेरी तवज्जह दिलाई है, इसलिये मैं माननीय सदस्यों से यह कहना चाहता हूं कि यहां पर हम को कुछ न कुछ डिग्निटी रखनी है। जब कोई माननीय सदस्य खड़ा होकर बोलता है, तो इधर उधर हाथ करना कुछ अच्छा नहीं मालूम होता। इसलिये हमें अपनी जगह पर खड़े होकर कुछ ज्यादा डिग्निटी से.....

एक माननीय सदस्य : और अदब के साथ।

अध्यक्ष महोदय ..... और अदब के साथ सवाल करने चाहिए।

जब मैं किसी आनरेबल मेम्बर का नाम नहीं जानता हूं, तो मैं उंगली का इशारा कर के कहता हूं, "आनरेबल मेम्बर"। मैं अपने मन में समझता हूं कि वह भी काबिले-ऐतराज है, लेकिन चूंकि अभी मैंने बहुत से माननीय सदस्यों के नाम जानने हैं, इसलिये मुझे ऐसा करना पड़ता है। इसके लिये मैं मेम्बर साहबान से माफ़ी चाहता हूं। जब मैं किसी की तरफ़ उंगली से इशारा करके "आनरेबल मेम्बर" कहता हूं तो वह अच्छा नहीं लगता है, वह बुरा है। मैं मेम्बर साहबान के नाम जानने की जल्दी कोशिश करूंगा, ताकि मुझे उंगली से इशारा न करना पड़े।

मैं मेम्बर साहबान से दरख्वास्त करूंगा कि चूंकि इस तरह उंगली दिखाने से डैकोरम में फ़र्क पड़ता है, इसलिये ऐसा न किया जाये। लेकिन मैं होम मिनिस्टर साहब को यकीन दिलाता हूं कि उन को डरने की कोई वजह नहीं है। (*Interruptions*) आर्डर, आर्डर।

श्री दाजी (इन्दौर) : अगर माननीय मन्त्री उंगली से डरेंगे, तो बम का मुकाबला कैसे करेंगे ? (*Interruptions*)

अध्यक्ष महोदय : आर्डर, आर्डर । माननीय सदस्य की उंगली भी बहुत ज्यादा तेज है ।

श्री लाल बहादुर शास्त्री : आप ने मुझे सवाल के पहले हिस्से का जवाब देने के लिए कहा है । मैंने शक की बात कही थी । इस सिलसिले में जो कुछ बातें सामने आती हैं, उनसे शक पैदा होता है । लेकिन चूंकि ये बड़ी नाजुक बातें हैं, इसलिये जब तक इस बारे में पूरी तरह से जानकारी न हो, तब तक उन पर राय दे देना, या कुछ कह देना सहल नहीं है । इसलिये इस विषय में काफ़ी जांच-पड़ताल करनी पड़ेगी ।

मैं इतना और कहना चाहता हूं कि अभी मैंने इस बात का आदेश दिया है—और शायद वह जल्दी हो जायगा—कि दूसरे सूबों के पुलिस अफ़सर ऊंचे दर्जे के पुलिस अफ़सर को बुलाकर उनसे जांच कराई जाये । माननीय सदस्य, श्री नाथपाई, को दिल्ली एडमिनिस्ट्रेशन के बारे में परेशानी है । इस लिए मैं उनके जवाब में निवेदन करना चाहता हूं कि मैं इस बात का भी इन्तजाम करना चाहता हूं कि बाहर के लोग यहां आयें और इस मामले की जांच करें ।

श्री रामसेवक यादव : मैं जानना चाहता हूं कि पुलिस को जानकारी हासिल करने में इसलिये तो दिक्कत तो नहीं हो रही है कि ..... (*Interruptions*)

एक माननीय सदस्य : माननीय सदस्य उंगली न दिखायें । (*Interruptions*)

श्री रामसेवक यादव : मैं बहुत अदब के साथ निवेदन करना चाहता हूं कि अगर यहां पर इस प्रकार की बंदिशें और कवायट लगाये जायेंगे.....

अध्यक्ष महोदय : माननीय सदस्य सवाल करें ।

श्री रामसेवक यादव : ..... कि कोई हाथ नहीं हिला सकता है, तो यह लोक सभा न रह जाकर कोई मुग़ल दरबार न जायगा ।

अध्यक्ष महोदय : माननीय सदस्य सवाल करना चाहते हैं या नहीं ?

श्री रामसेवक यादव : सवाल तो करूंगा ।

मैं माननीय मन्त्री जी से यह जानन चाहता हूं कि ऐसा तो नहीं है कि यहां पर कोई राजनीतिक दल उन लोगों की मदद करता हो, इसलिये पुलिस या दूसरे सरकारी अधिकारियों को पता लगाने में और उनको सजा दिलाने में दिक्कत हो रही हो ।

श्री लाल बहादुर शास्त्री : जी नहीं । जहां तक हमें पता है, किसी राजनीतिक दल का इसमें कोई दखल नहीं है और नही किसी ने कोई मदद की है ।

Mr. Speaker: Shri Koya wants to put a question? No.

Some Hon. Members *rose*—

Mr. Speaker: Enough has been said. Papers to be laid on the Table.

12.25 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER THE MERCHANT SHIPPING ACT.

The Minister of Shipping in the Ministry of Transport and Communication (Shri Raj Bahadur): I beg to lay on the Table a copy each of the following Notifications under sub-section (3) of section 458 of the Merchant Shipping Act, 1958:—

(i) The Shipping Development Fund Committee (General)

Rules, 1960 published in Notification No. G.S.R. 938 dated the 13th August, 1960. [Placed in Library, *see* No. LT-112/62].

(ii) The Shipping Development Fund Committee (General) Amendment Rules, 1960 published in Notification No. G.S.R. 1267 dated the 29th October, 1960. [Placed in Library, *see* No. LT-113/62].

(iii) The Merchant Shipping (Carriage of Medical Officers) Rules, 1961 published in Notification No. G.S.R. 987 dated the 29th July, 1961. [Placed in Library, *see* No. LT-114/62].

(iv) The Merchant Shipping (Apprenticeship to Sea Service) Amendment Rules, 1961 published in Notification No. G.S.R. 1265 dated the 14th October, 1961. [Placed in Library, *see* No. LT-115/62].

(v) The Merchant Shipping (Registration of Sailing Vessels) Amendment Rules, 1961 published in Notification No. G.S.R. 1347 dated the 4th November, 1961. [Placed in Library, *see* No. LT-116/62].

(vi) The Merchant Shipping (Registration of Indian Ships) Amendment Rules, 1961 published in Notification No. G.S.R. 1348 dated the 4th November, 1961. [Placed in Library, *see* No. LT-117/62].

(vii) The Merchant Shipping (Certificate of Competency) Rules, 1961 published in Notification No. G.S.R. 1510 dated the 23rd December, 1961. [Placed in Library, *see* No. LT-118/62].

(viii) The Shipping Development Fund Committee (General) Amendment Rules, 1962 published in Notification No. G.S.R. 167 dated the 10th February, 1962. [Placed in Library, *see* No. LT-119/62].

(ix) The Shipping Development Fund Committee (General) Second Amendment Rules, 1962 published in Notification No. G.S.R. 209 dated the 17th February, 1962. [Placed in Library, *see* No. LT-120/62].

(x) The Shipping Development Fund Committee (General) Third Amendment Rules, 1962 published in Notification No. G.S.R. 296 dated the 10th March, 1962. [Placed in Library, *see* No. LT-121/62].

ORDER UNDER THE ESSENTIAL COMMODITIES ACT

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): I beg to lay on the Table a copy each of the following Orders under sub-section (6) of section 3 of the Essential Commodities Act, 1955:—

(i) The Roller Mills Wheat Products (Price Control) Amendment Order, 1962 published in Notification No. G.S.R. 637 dated the 8th May, 1962. [Placed in library *See* No. LT-122/62].

(ii) The Rice (Madhya Pradesh) Price control (Fourth Amendment) Order, 1962 published in Notification No. G.S.R. 671, dated the 10th May, 1962 [Placed in library *See* No. LT-123/62].

(iii) The Rice (Punjab) Second Price Control (Third Amendment) Order, 1962 published in Notification No. G.S.R. 673 dated the 10th May, 1962 [Placed in library *See* No. LT-124/62].

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12.27 hrs.

ELECTIONS TO COMMITTEES

INDIAN CENTRAL TOBACCO COMMITTEE

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh):

On behalf of Shri S. K. Patil, I beg to move:

"That in pursuance of clause (7-9) of paragraph 3 of the late Department of Education, Health and Lands Resolution No. F. 40-26/44-A dated the 10th April, 1945, as amended by Ministry of Food and Agriculture Resolutions Nos. F. 12-41/53-Com. II and G-1989/58-Com. II/IV, dated the 22nd January, 1955 and 5th March, 1960, respectively, the Members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves, to serve as Members of the Indian Central Tobacco Committee."

Mr. Speaker: The question is:

"That in pursuance of clause (7-9) of paragraph 3 of the late Department of Education, Health and Lands Resolution No. F. 40-26/44-A, dated the 10th April, 1945, as amended by the Ministry of Food and Agriculture Resolutions Nos. F. 12-41/53. Com. II and 6-198/58-Com. II/IV, dated the 22nd January, 1955 and 5th March, 1960, respectively, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves, to serve as members of the Indian Central Tobacco Committee."

The motion was adopted.

GOVERNMENT BODY OF THE POST-GRADUATE TRAINING CENTRE IN AYURVEDA

The Deputy Minister in the Ministry of Health (Shri D. S. Raju): On behalf of Dr. Sushila Nayar, I beg to move:

"That in pursuance of Rule 4(7) of the Post-Graduate Training Centre in Ayurveda Rules, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as a member of the Governing Body of the Post-Graduate Training Centre in Ayurveda".

Shri Prabhat Kar (Hooghly): May I put a question, Sir? When an hon. Minister is present, is it fair that a Deputy Minister should speak on his behalf?

Mr. Speaker: It is better, if the Minister is present, that she does it herself. But, we have to train our young men also. Perhaps, sometimes, it may be allowed.

The question is:

"That in pursuance of Rules 4(7) of the Post-Graduate Training Centre in Ayurveda Rules, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as a member of the Governing Body of the Post-Graduate Training Centre in Ayurveda.'

The motion was adopted.

Mr. Speaker: It is a fact that when a Minister is present, it does not look nice that another Minister should get up and say on behalf of so and so. When the Minister himself or herself is present, he or she should take it up.

ADVISORY COUNCIL OF THE DELHI DEVELOPMENT AUTHORITY

The Minister of Health (Dr. Sushila Nayar): I beg to move:

"That in pursurance of sub-section (2)(h) of section 5 of the Delhi Development Act, 1957, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Advisory Council of the Delhi Development Authority."

Mr. Speaker: The question is:

"That in pursuance of sub-section (2) (h) of section 5 of the Delhi Development Act, 1957 the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Advisory Council of the Delhi Development Authority."

The motion was adopted.

12.29 hrs.

DEMANDS FOR GRANTS*—*contd.*

MINISTRY OF STEEL AND HEAVY INDUSTRIES

Mr. Speaker: We shall take up Discussion and Voting on the Demands for Grants under the control of the Ministry of Steel and Heavy Industries. Members who want to move cut motions may give the list within the next fifteen minutes here on the Table. The ordinary time limit is also known to every hon. Member. Shri Daji

DEMAND NO. 86—MINISTRY OF STEEL AND HEAVY INDUSTRIES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 18,30,000 including the sum already voted on account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Ministry of Steel and Heavy Industries'."

DEMAND NO. 87—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF STEEL AND HEAVY INDUSTRIES.

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 38,90,55,000 including the sum already voted on account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1963 in respect of 'Other Revenue Expenditure of the Ministry of Steel and Heavy Industries'."

DEMAND NO. 135—CAPITAL OUTLAY OF THE MINISTRY OF STEEL AND HEAVY INDUSTRIES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 95,57,43,000 including the sum already voted on account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay of the Mintry of Steel and Heavy Industries'."

Shri Daji (Indore): Sir, we are discussing the Demands of this very important Ministry and as was pointed out yesterday, together with Mines and Fuel, these constitute the strategic heights of our development programmes for the future.

Last year, there was a controversy whether the Third Five Year Plan target of 10 million tons was over-ambitious or not. After a year or so of controversy, it came to be recognised that that was, in fact not over-ambitious, but an under-estimation of the immediate requirements that we would be requiring towards the end of the Third Five Year Plan. In fact, further studies in the matter have shown that even when we shall be able to achieve a production of 50 to 60 million tons some years hence, we shall be only covering one-third of our requirements as a big Power. Therefore, last year, the House discussed and rung down the curtain on the controversy. At that time, the Government was taking a strong

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*Moved with the recommendation of the President.

[Shri Daji]

view of the matter and saying that 10 million tons were the minimum that we should reach.

However, within a year of having decided the target, today, we are faced with the most important problem that this target is not likely to be fulfilled. We say this not with any *eclat*, not with an intention to merely pick holes, but we say this because we ourselves are fully conscious of the urgency of the target being fulfilled. We have the greatest sympathies for the stupendous task that faces the new Minister, almost the task of cleaning the Augean stables of the Ministry and cleaning the mass of debris of the past few years of wrong planning.

But, let us take stock of what the situation is today. Today, even according to the figures given by Government, in 1961, the production of finished steel was lagging behind what the target was for the first and second years of the Third Plan, and matters have not improved much in the four or five months in 1962 also.

We were told by the then Minister of Steel, Shri Swaran Singh that the production in Rourkela and Durgapur would attain their rated capacity at the most within the next six months, and he had made bold to say that by the time next year when we met to discuss the Budget Demands, he would have no apologies to give for the lag. But, still, we find that excepting for Bhilai, the other two steel plants, namely Rourkela and Durgapur have not yet attained even their rated capacity. The production figures make a surprising reading. Taking the figures for 1961, we find that whereas Bhilai has given us 7·88 lakhs tons of steel, and even Durgapur starting late has given us 4·62 lakhs tons, Rourkela which was commissioned almost simultaneously with Bhilai has been lagging behind at 3·53 lakhs tons. These are the figures for 1961. Subsequently also, we find that matters have not improved much.

With this state of the present or existing capacity of production, the next question is how we are to set about to fulfil the target of 10 million tons, which was the minimum required for building the sinews of our economy. The next point is the question of expansion. Even on the question of expansion, we are lagging behind, and lagging behind lamentably. Except for Bhilai where the machinery have been ordered, which are likely to be delivered in 1962, and the installation of which would be started in 1963, the Rourkela and Durgapur expansion projects are still at the stage of project-finalisation only, and tenders have not yet been even publicised. Therefore, if we concede that tenders are publicised during this year or next year, and if we take into account the speed which Rourkela and Durgapur and Bhilai took during the last few years to expand, it is very doubtful whether the expanded capacity can be taken credit of before the end of the Third Plan. Therefore, on this score also, it is very difficult to fulfil the target expected from the expansion Plan.

Then, I shall take up one particular point which has been dwelt upon by the Estimates Committee in their Thirty-third Report. I shall deal with it in a different context. As regards the question of the estimated costs, the original costs have, no doubt, gone up. But what about the costs of the expansion programme? They also seem to be inflating again and again. Even as matters stand, there is something seriously wrong with the cost structure of the expansion programme, because we find, and find it on good authority, that the expansion programmes of the three plants make a very different reading, and different cost structures emerge from these three plants. Whereas the Bhilai expansion project will cost something like Rs. 920 per ton, the Durgapur

expansion project will cost Rs. 933 per ton, and that of the Rourkela expansion programme will be Rs. 1125 per ton. Even on these figures, the situation has worsened; because of the lag in the expansion programme, the cost is likely to go up further. And last but not the least, the most important lag in the whole programme is the scuttling of the Bokaro plant. Bokaro was supposed to be the show-piece of American aid. It has really become a show-piece, not of American help or aid, but of American resistance to give any real, substantia aid for the sinews of our economy. Uptil now they have not underwirtten fully the financial commitment for the plant. They have been dillying and dallying. Now it has been given out that the Agency for International Develop is sending out a techno-economic survey team. To do what? Not to finalise the scheme but to survey the feasibility of additional steel output in India. The sovereign Parliament of a sovereign country has decided that in our Third Plan. It is for us to decide what we require. We have decided that we shall require 10 million tons of steel. How is it open for America, or for that matter, any foreign country to send out a team to survey the feasibility, whether we shall be requiring or we shall be able to use or absorb the steel or not? I most respectfully submit that it is not only most annoying but surprising how the Government condescended to this team coming here at this late stage when we are in the second year of the Third Plan, and surveying the feasibility of additional steel output here. Yet none is talking about the actual aid that will be coming to Bokaro. From Bokaro we have taken credit of 3 lakh tons of finished steel during the Third Plan. Now Bokaro is nowhere in the picture.

Mr. Speaker: Why should the hon. Member feel annoyed so much? It is for us to chalk out our programme, 10 million tons or whatever it is.

Shri Daji: Certainly.

Mr. Speaker: But if any foreign Government wants to give us help and wants to satisfy itself, what is the objection?

Shri Daji: If they do not give aid, we will make our own arrangements. If they want to give aid, let them give it. But who are they to come and survey the feasibility of the additional output?

Mr. Speaker: The team may come and do whatever they like. We are not much concerned with that.

Shri Daji: Let them do that from across the Atlantic.

Mr. Speaker: We will not be influenced by that.

Shri Daji: Exactly. Let them do that from across the Atlantic Ocean. But why should they come here, go round the country and try to asses again what is our requirement, which has already been assessed by our sovereign Parliament. We cannot go back on the decision of Parliament, whatever advice we may receive. That is where the annoyance comes. It means that they may come here, go round and say that we may need it or not need it and they may give some excuses. If this is what they are going to say, that additional production is not feasible, we do not want to entertain that. If they give the aid, thanks very much. If they do not, let them not give. Let them live across the Atlantic. We shall seek aid from whatever source is available. But why should Government entertain such a team coming to survey? We are now in the second year of the Third Plan. Bokaro has not begin in the second year of this Plan. Even the speediest project, Bhilai, took four to five years to be commissioned. Even if Bokaro was com-

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pleted at that speed, it would mean that by the end of the Third Plan we are not going to get a scrap of steel from Bokaro. That means, 3 lakh tons of steel which we took credit for from Bokaro are straightway written off because of American dilly-dallying and because we put more trust on American aid than we should have. We should have been wiser now and learnt a lesson. But still we are putting trust in them and allowing their mission to come here to examine the feasibility when we should be insisting upon immediate steps to be taken to establish the plant at Bokaro.

If American aid is not forthcoming, there are other countries which can help us. Perhaps the USSR is willing, or perhaps some other country will be willing to help us with definite, substantial aid for the Bokaro plant. Government should explore the possibility of aid from this source. Otherwise the whole steel programme that we have envisaged in our target will fall to the ground.

I know this is a very envious job for the new Minister to do. It will require not only drive and initiative but also imagination and courage. We will expect him to live up to the expectations and challenges of the situation. On our part, we can assure him that in any efforts that are taken in this direction, he will be supported by all sections of the House definitely and positively.

The same story has been repeated in regard to the special allow steel and tool plant which was to be set up at Durgapur. Its importance need not be stressed. The Five Year Plan itself says:

> "The manufacture of tool, alloy and stainless steel has, therefore, to be assigned very high priority".

What is this 'very high priority' that the Government has assigned? The plans they have do not show that the highest priority has been given

The highest priority that Government has given is this. In the beginning of the second year of the Third Five Year Plan, Government is yet unable to provide the foreign exchange necessary for the setting up of this plan.

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): That is not a correct report.

Shri Daji: That is the report; it is certainly for you to contradict it. Whatever the change may be, it is true that in the fifth month of the second year of the Third Five Year Plan, enough and sufficient steps have not been taken to set it up. The private sector which has been allotted some quotas out of this have also lagged behind. We are told that the Defence Organisation which was to put up something is also lagging behind. The total picture in the second year is that still the plant is not there. We are lagging behind the target. And, if no substantial steps are taken, it is very difficult to visualise how within the remaining three years we are going to put up a new plant and how much we shall be able to give by way of actual production which can be used by our country.

All this may be repeated again, because the same criticism was made last year and the hon. Minister took exception. Whatever criticism may be made or levelled against Government, the Government is not paying adequate attention to that. This was the point made last year and the hon. Minister took exception to that. The same story has been repeated again and again.

Now, we have the report of the Hindustan Steel Ltd The latest is not available. The last year's report is available. It shows a strange piture.

An Hon. Member: This is the latest report available.

Shri Daji: Yes; that is the latest. I am told that the latest is always given after the debate on the Grants is over. I would request the hon. Minister to give us the latest report, at least the rough estimated account which is audited. It may be circulated to the Members. It may be a usual trick with private companies to do this but it may not look good for the public sector undertaking. It is shown that there is a loss of Rs. 15·56 million in Rourkela, Rs. 7·5 millions in Durgapur and a profit of Rs. 15·27 millions in Bhilai. Bhilai and Rourkela went into production simultaneously. One has a loss of about Rs. 15 million and odd and the other has a profit of Rs. 15 million odd. Why is this different picture? We are forced to come to this conclusion—and it is not a question of our partisan outlook; the plant may come from Germany, or from England or from America or, for the matter of that, from the Devil itself; if the plant comes from somewhere, we all welcome it—that when the plant comes from a socialist country by way of aid, it has come up within time and is giving the rated capacity of production and it has had the minimum operational difficulties; while the plants which were wrung up from the capitalist countries are having various difficulties and continue to give us teething troubles or problem child trouble or this or that trouble.

The reason is very clear. It is this. Even if we get plants from private entrepreneurs, their motive is only profit and profit and profit. We want to know whether, when the expansion scheme takes place, we are going to have the same picture. We have 130 foreign contractors and 110 Indian contractors, in all 240 firms meddling with each other, quarrelling amongst one another. This story of Rourkela is to be repeated for the expansion also. If that is so, we will come at the end of the Third Five Year Plan and say that no result has come about. Therefore, I submit that in regard to to these complaints that have been made in this House again and again, energetic steps should be taken immeditely to change the entire pattern and to bring about, so to say, a new pattern in this department so that we are actually able to achieve as much as our targetted quota.

Then coming to the Heavy Electricals, the Heavy Electricals is going to assume greater importance now because some new installations are going to be handed over to it. The Heavy Electricals have not got things that ought to be there. The production-targets have not been achieved. And, what has been shown as achieved is not really achieved. I referred to this story during the discussion on the President's Address also. I underscore it today and I stand by every word of what I have said. I have, with all responsibility, challenged an enquiry into that. All that was shown to the Prime Minister as having been produced in the Heavy Electricals was not produced there. Only the outer casing was manufactured in Bhopal whereas every component of it was British made, bought from Bombay, brought overnight and put inside and painted as 'Made in Bhopal'. (*Interruption*). This is the extent to which they have gone to bamboozle even the Prime Minister. This is a serious thing and should be taken note of

I request the hon. Minister to call for one thing from the Bhopal Heavy Electricals. See the number of invitation cards issued by the Heavy Electricals for inauguration ceremonies. Every one month there is some inauguration by the Governor or the Chief Minister or the Labour Minister or Shri Reddy or Shri Shastri or Shri Nehru or this Minister or that Minister. For the installation of every

[Shri Daji]

machine and for every new bolt that is put in there is some inauguration By these series of inaugurations an impression is sought to be created that things are proceeding according to the target whereas really it is not so, I know a big batch of foreign engineers who have come to Bhopal and they are staying there. I am told that the work for them will begin only six months hence. They are staying in the guest house and going around in jeeps and visiting the historical sites and doing all sorts of things. But their real work, technical work would begin only after six months. Why should they come six months before? This is the stage of affairs at Heavy Electricals. You are handing over other installations such as the one at Ranchi to them. My request to the Minister is: please look into this matter more deeply; probe them very deeply. We are not making this a grievance and we have no individual scores to settle. We want the public sector undertakings to succeed. There should be a change in the attitude of the bureaucracy that is at present operating in the Heavy Electricals and the Hindustan Steel. There should be a radical change. First of all the Minister and his staff must have a burning faith in them. I know the present Minister has that. But the entire staff and the department must have it.

I shall give out an information. I am told that the Hindustan Steel has entered into a contract for a study of the management and personnel problems by a company called personnel and Production Services (Private) Limited. The contract is for a fabulous, fees. Probably this company is in Bombay. Its managing director is an avowed enemy of public sector undertakings. He has spared no pains when he was in the House or even outside to say that the public sector undertakings should be scrapped. This company is being engaged by the Hindustan Steel Ltd. to study management problems in the public sector undertakings. Have we gone so bankrupt in imagination and intelligence that we must hand over this study to the avowed enemies of public sector? I may further tell you that this company is going to undertake a study; it will in turn engage a team of American experts who will come to India and study it. It is all fantastic. This contract is being negotiated and it will run into ens of lakhs of rupees. The Minister must have a close look into them and find out whether we could not invite anybody else but only these people of the private sector who have no sympathy with the public sector undertakings. What is required is a real burning faith in the public sector. Without that and without drive, initiative and imagination no officer who may be efficient on paper will be able to run our public sector undertakings.....

Mr. Speaker: The hon. Member's time is up.

Shri Daji: I shall take a few more minutes.

Mr. Speaker: His Group is entitled to 30 minutes; he alone may take it or it may be divided among two speakers.

Shri Daji: I shall conclude very soon as I have some more points. Yesterday the debate closed quite early.

Mr. Speaker: He cannot anticipate how many I have got on the list today.

Shri Daji: There is the question of the retention price. The other speakers may tell about this in detail. But I wish to ask one question: have you worked out the cost structure and the difference in the private sector and the public sector plants? Have the increases given from year to year any relation to the increase in cost of production? A new settlement is about to come into effect. We should not rely upon the figures given by the Tariff Commission. The Government itself should work out these things and come to a final conclusion as to why it is that from time to time we have to go on increasing the retention price.

There are some other questions which call for immediate attention. We have mechanised some of the iron ore mines. But how is it that while mechanising the iron ore mines we have forgotten to start sintering which can increase the yield of the blast furnace immediately? Mechanisation has come about. How was it that this particular important aspect was forgotten and had to be brought home by the Estimates Committee in its report?

A word more about the general attitude in the public sector undertakings to labour relations. There was a report in Rourkela by the Government of Orissa which said that labour laws are being observed in the exception! There was one open certificate given by the Government agency itself. But this thing is not an isolated one. In none of these public sector plants have the standing orders been so far certified. If any private undertakings continues for five years without standing orders, the management would be penalised, but the public sector undertakings are continuing without standing orders. In the absence of standing orders, trained personnel are dismissed, vicitimised, without any charge-sheet. I can point out one instance. There was one Mr. Roy in Rourkela on whom the Government spent Rs. 7,000 on training for two and a half years, and after training, without any charge-sheet, without any reason being assigned his services have been terminated on some police report or something like that. I do not know. But if the standing orders were there, no company can do like that. Overtime is not paid; labour relations are not discussed. The conciliation machinery is not availed of Works Committee has not been set up. Even in the report, it is only said that it is about to be set up. After five years. Works Committee has not been set up. The canteen committee has not been set up, so many committees are yet to be set up. This is the state of affairs there: Is this the way to mobilise workers' active, willing, participation in the public sector, when we are speaking of labour participation in management, when we are speaking of labour being given its due share, when the public sector undertakings themselves do not come forward, and when their bureaucrats are wooden-headed, with old ideas of the 18th century? When you have such public sector undertakings you will never have smoother labour relations.

In regard to the Heavy Eletricals, the charge-sheets are hanging like a Damocles' sword over the heads of the workers. In Rourkela, the lock-out problem has been settled, but the workers are still being victimised. We have a Wage Board which is going to look into increase in scales of pay. But in Bhilai some officer has unilaterally announced the revised wage scales. We have actually reduced the present scales giving to the workers. So, the new scales announced in Bhilai are less. After all, Bhilai has entered the rated capacity. A sort of ecouragement has to be given for greater production, but not by the lower scales of pay, One wage board is actually sitting and is going into the matter. So with these things, you cannot expect labour to participate and give its best to the public sector undertakings.

Even the question of labour policy has to be revised and reviewed, and we are inclined to say that it is necessary, in order to eliminate discriminatory treatment in order to eliminate State Governments' politics from entering in the public sector undertakings labour relations are run by the Central Government. In trade union matters pertaining to the public sector undertakings, let us not bring in politics; let us negotiate and settle; and let us discuss matters with the trade unions which have the workers' backing. In this matter, we say that in order to take the public sector from out of the purview of local State politics, the labour relations in the public sector undertakings-steel plants-should governed by the Central Government and not by the State Governments.

[Shri Daji]

There is a demand voiced by all the plants now. We are tired of all kinds of interference of the State Governments.

These are some of the matters which require and call for the immediate attention of the Minister. As I said in the beginning, so do I conclude: We wish the Minister good speed and all Godspeed that he requires in doing this stupendous job. But we do say, merely sitting on will not help him. Merely resting on his oars will not also help him. He has first of all to battle with the Bakrao plant. In order to battle with it, he has to cut across the stranglehold of American steel lords who are going to throttle the Bokaro plant and thereby almost scuttle the entire targeted figure for the steel and iron sector.

Shri P. K. Deo (Kalahandi): Mr. Speaker, Sir, this debate is one of the rare instances of political unanimity, on an economic aspect so far as it relates to the uneonomic working of the various state enterprises. We are passing through an era of industrial revolution, and this Ministry has to play a vital role in taking India to the takeoff stage that is to the stage of self-sustained or self-generating economic growth which the third Plan envisages to achieve within a decade.

So far as the demand of iron and steel is concerned, it had been estimated that in 1961-62 the demand would be 6.2 milion tons, as against 5.6 million tons in 1960-61 and 4.1 million tons in 1959-60. This goes to prove that the demand of iron and steel has been constantly increasing which is mostly due to the growth of our steel-using industries, the large-scale construction of structural units and the heavy expansion plans and programmes of our railways.

Even though we find that the graph, so far as demand is concerned, has been increasingly rising, there has not been sufficient rise in the supply side. So, due to limited supplies, the consumers are forced to take recourse to black-marketing and get their requirements anyhow, even by paying heavy prices.

In 1961-62, the actual availability of steel was 4.15 million tons of which our indigenous production contributed 3.15 million tons and one million tons had been imported. This is the state of affairs, and we should take adequate steps to see that we stick to the target and supply adequately to our various steel-consuming industries and the consumers in general, sooner and at cheaper prices.

Going through the second Plan, we find, the accent on heavy industries has been initiated with a lot of fanfare whereas the performance of heavy industries in the State sector in the last five years has been most disappointing. All that glitters is not gold, and it particularly applies to the steel plants which are expected to supply surplus goods worth Rs. 150 crores in the third Plan. We estimated that in the third Plan we would get a surplus of Rs. 450 crores from the various States enterprises: it has been divided as Rs. 150 crores from the various State Government enterprises like nationalisation of transport and State Electricity Boards, etc and about Rs. 300 crores from the Central Government enterprises. But we are completely disillusioned by the performance. All shades of political opinion in this House expected that there should be a better return on the capital that has been ploughed into the various steel industries. The capital outlay in the three steel industries was first estimated at Rs. 605 crores, but there has been an increase in this regard, and actually the present revised estimate is Rs. 607.2 crores. But it is a pity that instead of paying back the usual return, last year's figures show that Hindustan Steel had to incur a loss of Rs. 75.4 lakhs. There is no question of profit now. An attempt has been made to manipulate and show a profit in the steel plants by raising the retention price of steel. This is a novel way of adjusting the accounts, and I do not

think even in the public sector, they should take recourse to such jugglerly of statistics. Rather they should come out with a clear picture, calling spade a spade.

The same story is being repeated in most of the public sector undertakings. I may quote from the official statements. Last year, the profit from the public sector dropped from Rs. 2.01 crores in 1960-61 to Rs. 1.95 crores in 1961-62. Uptil now I cannot understand why there has been a decline in our returns from the public sector undertakings even though every year we go on investing more and more in that regard. It is most unfortunate that the capital investment has reached astronomical proprotions, but still the ield has been very miserable. It is even much les than the interest we usually get from the banker. Again I quote from the official figures that the return is less than 1 per cent. in certain cases. In 73 State enterprises, the return has not been more than 0.3 per cet in 1961-62. This is much less than what we expect from a banker. The public sector alone can afford the luxury of incurring such huge losses without hurting anybody. If such inefficiency would have been noticed in the private sector, those people who are responsible for it would have been out of business. They would have been sacked either by the share holders or by company law administration. But here it is being run by the Government. The party in power has a large majority in this House and whatever criticisms are being made fall on deaf ears.

13. hrs.

In this august House, sometime in August, 1961, the Prime Minister had most boldly pointed out that the public sector would go all out to compete the private sector He had categorically stated that the British concept that the public sector should not go after profit and profit should be the concern of the private sector is something outdated and the public sector should make it a point to show more profit. But that statement of the Prime Minister has just remained a statement and no action has been taken in this regard. The State enterprise has not been properly run and it has been a drag on our national progress.

We shall have to find out what is at the root of all this, the low return, inefficiency etc. Is it the choice of wrong personnel? Is it lack of 'cost' consciousness? Is it excessive centralisation of power in the Ministry? I think all the three are true. There is a great famine of trained men. We are short of technicians and it is not always correct to expect nor is it worthwhile to hand over the administration of these huge steel plants to immature IAS officers or to have the impersonal character of the secretariat administration transplanted there. Business administration is something different from general administration and the ninth report of the Estimates Committee of the second Lok Sabha has been very clear on that point. They have categorically recommended that no personnel should be taken from the general administration to serve as Managing Directors or in the Board of Directors of the various state enterprises. But I am sorry to say that due regard has not been given to that recommendation and the same red-tape, the same bureaucratic administration, is being perpetuated in the various state enterprises, which acts as a stumbling block in its growth.

Rather more freedom should have been given in this business administration. We feel that excessive centralisation of power and lack of delegation of authority to those who are on the spot has been responsible for this crippled working of the State enterprises. Excessive centralisation of power in the Ministry in regard to appointment, dismissal and transfer of personnel and in regard to purchase of stores and spare parts has pulled down the performance to a consider extent. I think the Minister will

[Shri P. K. Deo]

give serious thought to this matter and see that these concerns are being run as proper business organisations

I come to the human aspect of the question. The Government have completely lost sight of the human aspect of the question. Mismanagement in tackling the workers has been manifest in most of the public undertakings. The previous speaker also hammered on that point. I want to reiterate that the recent lock-out at Rourkela has been preceded by a strike at the Heavy Electricals, Bhopal. My friend, who comes from Madhya Pradesh, has given a lucid picture of the state of affairs in Bhopal. So far as Rourkela is concerned, the lock-out did take place. Two blast furnaces were out of action. 450 workers were out of employment and there has been a loss in the output of pig iron to the tune of 1700 tons a day. Though the workers have started going to work, I am very sorry to say that the management is bent upon victimising the labour leaders there. That should not be the attitude. Trust begets trust. If we trust the workers, they will work contented. The machines are to be manned by hundreds of workers and if they are disgruntled and dissatisfied, to expect any good return would be far-fetched.

Even though Rourkela has been equipped with the latest steel plant—Rourkela is the second steel plant in the whole of Asia where the LD process is used, the first being in Japan why is it that Rourkela is having so much trouble? There have been too frequent breakdowns and we are far behind the schedule. There should be a thorough probe into this matter. I feel that the human aspect of the question has been completely neglected. In Rourkela, it is a pity that no labour union has been recognised so far and the labourers have been completely denied their right of collective bargaining for their emoluments or better conditions of service.

The previous speaker had referred to the report of the Orissa Government. Sometime back, an evaluation and implementation committee was appointed by the Orissa Government with regard to the implementation of labour laws in Hindustan Steel Limited. The preliminary enquiry report in respect of the conditions of the workers at Rourkela by the Labour Commissioner, Orissa submitted before that committee contains many startling revelations regarding the violation of the various labour laws and contravention of the Factories Act. When the Government have been prescribing a code of conduct to the private sector, they should try to follow that code themselves. They should be the ideal employers and should set an example for the private sector. What is sauce for the goose is sauce for the gander. If that is not done, no amount of sermons or even penal action taken in regard to the private sector will be of any avail.

Coming to the location of heavy industries, I would be failing in my duty if I do not point out this aspect of the question while discussing the Demands for Grants relating to this Ministry, *viz.*, that there has been a feeling that all these heavy industries in the Government sector are being located only in such areas where there are pulls. Government yields to various pulls, which go into work in deciding the location of an industry. If the Government wants that there should be simultaneous development of all the areas in this country, it should select such areas which are primitive and backward. Take the example of Dandakaranya area. Even though there is the Bailadilla iron ore area which has the largest deposits of iron ore, and near that there is the Chanda coal fields and Singareni coal fields, the Government has not yet thought of having the next steel plant in the Dandakaranya area. I hope the Government would give serious thought to this and examine this

aspect of the question to see that the dispersal of heavy industries takes place not on any party considerations or any other considerations but purely on a question of merit and the development of the country as a whole.

I would like to point out another aspect of the question, and that is about the consumers' advisory council. I have been hammering on this subject every time I get an occasion to speak on demands like this, that there should be a consumers' advisory council attached to all such industries which will represent the views of the consumers regarding price and quality of the products.

Participation of labour in the management has been very well spoken of by the previous speaker. The aim of our socialist government is that the labour should be associated with the management and with the participation of workers and the consumers in the field of production I am sure the standard and the price of various products will improve. I sincerely request the Government to give their deep consideration to this matter.

Lastly, I would like to point that as we have the Public Accounts Committee and the Estimates Committee there should be a statutory Parliamentary committee of this House to go into the question of the various public sector undertakings. That committee should be primarily responsible to look into the working of these undertakings and to give suggestions as to how the working of these various public sector undertakings could be improved.

Shri Heda : (Nizamabad): Mr. Speaker, Sir, I am very happy that a new Ministry with the name "Steel and Heavy Industries" has been formed. but I would have been happier if "Steel" by itself would have been a separate or independent Ministry.

In the industrialisation programme of any country, steel has a very important role to play. In fact, the measure of industrialisation is generally taken by the production and consumption of steel. This we have also accepted and we take pride in stating that the steel production or steel consumption, year to year, has been increasing. It is on that basis that we have been able to tell other countries that we have been making industrial progress. So the importance of steel cannot be denied. If you take the steel department of the Ministry, it has a heavy scope for work. A large chunk of industrialisation and public sector is there. That by itself should have been an independent Ministry. I will deal with this matter a little later.

There is another added factor which gives importance to the production of steel at this juncture. Today we are in short supply of steel. Therefore our industries are starving. What is the result? The result is that steel has gone into the blackmarket and prices have risen all over the country.

13.14 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Even in Delhi, Sir, steel has gone into the blackmarket. We have to pay Rs. 400 to Rs. 500 per ton extra to get steel. This aspect itself has given quite a different colour to the entire industrial sector. Every industry today bases its profits mainly because of this margin. They get a certain amount of steel quota. This Rs. 400 or Rs. 500 margin comes very handy to them, and thereby even an inefficient industry can make profit. What is the result? The result is that today the average efficiency of the industry, whether it is small or big, is suffering and it does not come up to the same level of efficiency which should have been there otherwise. Therefore, if there is an overnight change and there is full supply of steel to industries I think quite a number of small industries would collapse as they would not be able to make both ends meet, they would not be able to make any profits. Therefore, because

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of the present position, in the conditions as they prevail today, steel has an overall importance and it should have been under an independent ministry by itself.

Again, it is very difficult to find out why heavy industries have been tagged on to steel. Except for the fact that steel provides the very basic material for the industries, there is no other apparent relationship between steel and heavy industries. One is production of a material which provides a raw material for other industries while the other industries take up the particular line of production or manufacture. Therefore, these two items should have been kept quite different, and it would have been better had there been a rational bifurcation of the Commerce and Industry Ministry and the entire industries kept under an independent ministry. Instead of that, out of the department of industries of the Commerce and Industry Ministry, heavy industries have been taken out and thus a new category has been created.

Sir, we have been enamoured of coining new words. When new words are coined and definitions are given, it takes time for the people to understand in implications of those words. Take the case of the term "small scale industries" that was coined in this country. In the beginning when the term "small scale industries" was coined in spite of the fact that a definition was given that there should be a capital of Rs. 5 lakhs, so much labour and all that, it was very difficult to bring home the meaning of this term and make it known to everybody. Very soon it was found out that "small" scale industry" was not small enough. Therefore, another term was used and that was "small industries". Now we are using the term "heavy industries". As against "small industries" we are using the term "large scale industries". What are these "heavy industries"? There we have to refer to the Government communique wherein they have defined what are the heavy industries. Therefore, this bifurcation of heavy industries from industries is also not a healthy one.

Now I come to the scope of the steel industry. This industry itself is very heavy. With regard to heavy industries the Government communique states that heavy industries include "the manufacture of heavy engineering equipment for all industries includig coal mining equipment, heavy machinery projects, foundry forge project, coal mining equipment project, heavy electrical equipment project, machinery industries including machine tools and steel manufacture, auto industries including tractors, earth moving equipment and diesel engines, heavy electrical engineering industries, cement, fertilizers, public sector projects falling under the above mentioned subjects and the department will also deal with the Directorates of the Development Wing dealing with the above subjects." Thus you will find that under the heading "heavy industries" a variety of subjects have been brought. Steel by itself is a very big chunk; projects worth a few dozen crores are there. Again, under "heavy industries" there is another big chunk. Why have these two things brought under one Ministry and made it out of proportion? When you compare this Ministry with any other Ministry out of the reorganised ministries, you will find that this Ministry has become very large and rather out of proportion. I hope the Minister would be able to give us the rationale behind the reorganisation of this Ministry.

Then I would like to refer to one difficulty that the people feel. Soon after the annonucement of this new Ministry it was very difficulty to find out what particular application lay in the scope of the Ministry of Steel and Heavy Industries and what application was to be sent to the Minis-

try of Industry proper. So there was, according to my information, a stand-still, the work was stagnated in the government departments and they were not able to find out as to which file should go to the Ministry of Steel and Heavy Industries and which should be retained in the Ministry of Commerce and Industry. For two or three weeks everyone was in suspense. Even now things are no very clear and they will not be clear for a long time to come. Then there is a further ambiguity. If we look at the Ministry of Steel and Heavy Industries, we find that there are a number of public sector projects in it. Therefore, it would have been more appropriate and more healthier if a Ministry with the name or nomenclature of "public sector projects" had been created and all these projects brought under it. But, for some reason or another, a different name was given to the Ministry.

So far as the location of various public sector industries are concerned, the hon. Member who preceded me has touched upon it and referred to the pulls of the various governments. Of course, he has not excluded the Government of the State from which he comes. In fact, the complaint from members belonging to other States is that a particular portion of the States of West Bengal, Orissa and Bihar are chosen for establishing so many new industries with the result that there will be a perennial problem of supplying water, coal and other essentials, maintaining roads and other means of transport etc. It is very difficult to understand why Government have decided to select this belt of 100 to 200 miles in the three States of Bihar, Bengal and Orissa for setting up all the major industries and thereby creating such a heavy congestion and all kinds of problems to that area. It would have been better if they had set up the various projects at various places. But, instead of that, they have preferred to establish all of them in this area. There are already three steel plants, a thermal plant a coal mining machinery manufacturing project and the West Bengal Government's coke oven plant. Then a whole complex of new industries such as alloy steel plant, fertilizer plant, chemical plant and a few bi-product projects would be coming up in that area very soon. Then, if you take the area covered by Durgapur, Bhilai and Rourkela, we will find that in the next ten or fifteen years it will be Ruhr of India. No doubt, it will occupy a place of pride in India because we would be having so many projects in that area but when we compare it with the other backward areas the difference would be so glaring. What is the result of bringing all the public sector projects together in such a congested area? The result is that in a number of factories there is considerable idle capacity. Why is there idle capacity? Because of shortage of power. So, the entire capacity of the factories cannot be commissioned and the machines cannot work to full capacity. Therefore, a part of their capacity remain idle which is a loss to the country. It also results in paucity of raw materials, and spareparts, delay in transport of essential raw materials and, on top of that, lack of adequate managerial skill because we have taken up so many industries in a particular area. So, this particular way of locating industries has created a number of problems for us.

Coming to Hindustan Steel, as both the previous speakers have stated, there is no doubt that Bhilai has done better than Rourkela or Durgapur. But even Bhilai has not fulfilled our target. Though I have nothing to say against the fulfilment of the target, so far as production is concerned. I cannot help saying that our Russian friends have not fulfilled our expectations, so far as training of Indian personnel in adequate number is concerned. In fact, this is the one factor in which the other parties have done quite well.

In the case of Rourkela, there has been a very ugly controversy in the press between us and the German

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experts. They are coming forward and saying that their Indian counterparts are not doing their jobs properly and, therefore, Rourkela plant is not making progress as expected. These are the things that should be settled without delay so that the production of the plant is not affected by any unseemly controversy.

Then I will take up one point which was referred to by Shri Daji, and that is the advent of the American team to find out or investigate the feasibility of increase in steel production in India. He was very averse to it and so he severely condemned it. His reaction is just a natural reaction. In the early days, ten or twelve years ago, when we had talks of American aid to India, we had the same reaction and we felt very strongly on it. I had occasion to discuss this subject with some of the American officers here in their Embassy and, later on, I discussed this matter with some Americans when I visited United States. And what did I find there? I found that they have got real appreciation of our difficulties. They also appreciate the fact that we rightly react when they are wrongly or untactfuly handling a problem because that would be hurting us. But, at the same time, we have to appreciate their difficulties too. I am not defending them, but I would say that we cannot overlook their difficulties either. It is very easy for a country like Russia to give aid to another country without inviting any criticism from its own country; but it is very difficult, if not impossible, for a country which is democractic to give aid and not invite any criticism in its own country, because in a democratic country the government have to respond to the wishes of the people. In America particularly, two things have aggravated the situation. Firstly, it has got a presidential form of government and not a parliamentary form of government. Therefore, the criticism is bound to be much more severe for the Minister is not there in the House to reply to the debate. So, the debate takes scuh a dimension with severe criticism and there is no end to it. Added to it, in the United States there is no party whip or party discipline. Therefore, the criticism is without any limit and without any restraint. So, in their zeal to convince the people that this aid is very necessary and no money would be wasted and whatever they give would be beneficial to the country receiving the aid, they have to do all these things.

On my discussions with them I have found out that they have high appreciation for our Planning Commission and the work done by it. In fact, the best publicity material of our country in the United States or, for that matter, in any democratic country is the reports of the Planning Commission. They are highly appreciative of the work done by the Planning Commission. Even then, I feel that the reports of the Planning Commission are not given the publicity which they should have been given. About ten years ago the situation was very bad. At that time, Mr. Chester Bowles, after he relinquished his post of Ambassador here—then he was a private member or a Senator at the most; sometimes he was a Senator and sometimes not—he did a very wonderful job for us by publicising our Five Year Plans and trying to explain to Americans the advance we have made during the First and Secand Plan. Now, he is holding a very responsible position. So, what I am pointing out is if any country has to satisfy its own people. it has to make some show that it has investigated and found out that the money that it would be giving us would not be wasted, would not be misspent but would be utilized for the good of our country.

Let me make two points very clear here. Firstly, they admit us as an independent and great country. There

is no doubt about it. They know that in Asia, particularly in South and South East Asia including West Asia, if there is any country which can be a central figure of spearhead of democracy, it is only India. That respect they have.

Another thing is that in the beginning they were very much averse to two words. One is socialism and the other is Planning Commission. They had the idea that planning and democracy cannot go together. But today they have understood the implications of both these words. They have accepted that socialism is a respectable word, though they themselves do not use it. Probably they are still not able to digest it.

Shri Surendranath Dwivedy (Kendrapara): It is nothing different from American capitalism.

Shri Heda: For their counterpart for our socialism they use the words 'welfare state'. They call their ideal as a welfare state and we call our ideal as a socialistic State. But, I think, the connotation of both these means almost the same thing.

Anyway, this was only a reply to a point made by Shri Daji. I was not discussing American capitalism or American welfare state here. But again I want to make one thing clear and that is that the expenditure on such teams does not form part of the aid that we receive. Therefore apparently that may be interfering with our sovereignty. I still feel that it does not hurt our pride and self-respect; even then they have to satisfy their own people who, again, are equally proud. They have to be responsible to them. Therefore we have to bear with certain attitudes that they take up.

Lastly, I would say that for some reason or another a controversy has already started about the working of the public sector *versus* the working of the private sector. We have accepted a mixed economy as our goal. In a mixed economy it is just natural that certain sectors would be public sector and certain sectors would be private sector. Unfortunately, in the public sector the mind is not a commercial mind. They do not try to show profits. Many times I feel that they do not try to make profits. When I visited the Indian Telephones—of course, this is outside this Ministry—I found that the officers in charge were saying, "What is there? If we do not make a profit, there is nothing wrong in it. If we make a profit, there is nothing particular in it. The whole point is how we are working."

Another thing is that the bureaucratic way of working has also gone there. That is why that respect for efficiency is lacking. Such lack of efficiency will not go with any industrial undertaking. As it happens, the private sector earns enough to expand itself. Similarly, the public sector should also earn to expand itself. Today the public sector is not earning. The hon. Member gave the total figure of profits as a few crores of rupees. But that does not give the real picture. The profit earned by the public sector comes to .03 per cent. He gave the figures in crores of rupees, but if you take the percentage, it will be .03 per cent. It is such a small margin of profit. The minimum profit that the private sector people expect is about 10 per cent. If anybody earns less than 10 per cent, it means that the project is going in an inefficient way and is not earning properly. So there is such a big gap. Therefore we should apply commercial intelligence in the public sector also.

With these words I support the Demands for the Steel and Heavy Industries Ministry.

Shri Surendranath Dwivedy: Mr. Deputy-Speaker, Sir, we are discussing a new Ministry with a new Minister who is absent.

The Deputy Minister in the Ministry of Community Development,

Panchayati Raj and Cooperation (Shri Shyam Dhar Misra): I am here.

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): I am also here.

Shri Surendranath Dwivedy: It is an important Ministry and I am surprised to see that no Cabinet Minister is present here. Two hon. Deputy Ministers are here who have nothing to do with this Ministry at all. The Government should give serious consideration to the debate.

Shri B. R. Bhagat: He was here and will be coming back shortly.

Shri Surendranath Dwivedy: The Minister is new but his achievements and work would not be judged from the point of view of the heaviness of this Ministry, but from how heavily he is going to sit over the bureaucratic machinery that is in charge of the large public sector and the steel industry.

Shri Heda has referred to the rationale of the division of the Ministry. If I want to raise that point again it is because we attach the greatest importance to this Ministry. Public sector today occupies the highest position and its success or failure is going to decide the future pattern of our national economy. Therefore it is not only essential that the public sector by its own performance establish its superiority, effectiveness or usefulness but should also be able to stand the competition of the private sector. Therefore, I think, while the bifurcation of the Ministry was thought of the entire thing must have been thought of from this angle. What do we find today?

In this respect I want to say that firstly we had the Production Ministry which negotiated the establishment of the Rourkela steel plant. After some months or years there was another ministry, namely, the Iron and Steel Ministry. Again that was converted into the Steel, Mines and Fuel Ministry. Now it has again been bifurcated into Steel and Heavy Industries Ministry and Mines and Fuel Ministry. I doubt whether this bifurcation is going to create more confusion and disorder or is going really to bring about more efficiency.

I would like to know what is heavy industry? How do they define it? We find heavy industries under the jurisdiction of different ministries in the public sector. Do they propose that all these public sector heavy industries would come under the Steel and Heavy Industries Ministry? If that is to that should be made very clear. As you know, in this House we have the sorry spectacle of shirking of responsibility from one Ministry to another. Regarding production in these industries there was a charge against the Railway Ministry that transport was not available—that was the bottleneck——and coal was being produced but it could not be brought to the factories for production purposes. Then the hon. Railway Minister comes here and says that there is no such thing and "We have provided the wagons, but there is shortage of coal". All these public controversies go on not only side the Ministry but they also come forward publicly to shirk the responsibility and to defend themselves. I feel it is again going to create more confusion in the sense that for its production the heavy industry would depend more and more on mines for its raw material, such as, iron ore, limestone, coal etc. Therefore if we were serious that the Industrial Policy Resolution must be implemented and that we shall strictly adhere to it—it is a right policy that steel must be in the public sector —then, instead of bifurcating this into two Ministries probably we would have done much better if Mines and Steel were kept together. I would rather advocate that we should nationalise all mines, the supplier of

raw materials that are necessary for the production of steel so that there is an integrated control and planning for the production of the entire steel products. Therefore my first point would be that this bifurcation is likely to affect the real success of this Ministry.

Before I go into the question of Hindustan Steel Limited, I would like to bring to the notice of the House the question of Parliamentary control over public undertakings. We find that the Government is more in favour of official control and is averse to Parliamentary control. Parliament gets very little information about the achievements in the public sector. As you know, this question as to what should be Parliament's control over this Ministry and what sort of information should be made available to this House has been raised many times in the House. I think it was first raised in 1953 when the late Shri Mavalankar wrote to the hon. Prime Minister. A series of discussions went on, for the appointment of a committee on public undertakings on the lines of the Public Accounts Committee and the Estimates Committee. But nothing has been done in that respect till now.

Sir, the Estimates Committee in its Seventy-third report, said as follows:

> "Under the existing arrangement. Parliament does not get a comprehensive picture of the undertakings. Firstly as pointed out above, there is no consolidated information available with regard to the total investment made by Government in the public undertakings and subsequent changes made therein by way of additions or withdrawals. Secondly no consolidated information is available with regard to the working of the undertakings and the net effect thereof on the national economy of the country. Thirdly, even with regard to individual undertakings, Parliament does not get information in time with regard to their working and the state of their present conditions and even when the information is made available it is found to be very often inadequate. There is, therefore, a real need for improving the methods of furnishing information to Parliament about public undertakings."

There was another recommendation. The Committee in its Seventy-Third Report further recommended that "these bodies might also be encouraged to prepare business type budgets which could be of use to Parliament at the time of budget discussion." But Government has not so far given us any such thing. So, when we go into this question we find there is practically no material available on which real criticism could be based.

Hon. Members who preceded me have referred to the profits of these public undertakings. The public sector undertakings are expected to contribute a good share towards the schemes in the Third Five Year Plan. In this connection we should examine what these undertakings have earned during the first year of the Third Plan. It has been pointed out that the investment in the year 1960-61 has gone up from Rs. 605 crores to Rs. 709 crores. The profits in 1960-61 was Rs. 2.01 crores, but in 1961-62 it dropped to Rs. 1.95 crores. I have no doubt that if there had been greater parliamentary say in these matters things would have improved, as perhaps it is going to improve in the case of coal. Because of insistent demand in the House the question is being taken up at the highest level. It is necessary that these matters should be taken up at the highest level.

It must be clearly understood that barring a few in Parliament, Parliament as a whole, wants that public undertakings should expand and should become a real success. If any criticism is made today it is with that end in view. There should not be any feeling that by letting Parliament know more about them, there is go-

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ing to be an adverse effect on the functioning of these undertakings.

I now come to the question of steel production and the Hindustan Steel Limited. When we are expecting a production of 10 million tons in the Third Five Year Plan, let us examine what are our achievements in this direction. The Report of the Ministry for 1961-62 says:

> "The total availability in 1961-62 was about 4.15 million tons, comprising of indigenous production of about 3.15 million tons and imports of about 1 million tons against the total availability of about 3.2 million tons in 1960 and 2.6 million tons in 1959."

The target for the Second Plan was 6 million tons per year. The total demand during the year 1961-62 was assessed at 6.2 million tons, and now there is a shortfall. The authorised capital of the Hindustan Steel Limited has recently been increased from Rs. 300 crores to Rs. 600 crores, but their performance is so disappointing. In this connection I would like to quote the figures given by the new Minister in the House on the 9th May. In reply to a question on the 9th May, the hon. Minister said:

> "The production of steel ingots in each of the three public sector plants from the commencement of production up to 31st March 1962, was:

Bhilai	1.27 million tonnes
Rourkela	.634 million tonnes
Durgapur	.63 million tonnes.

It must be remembered, when we consider these figures, that all the three steel plants almost started production simultaneously. The first blast furnace in Rourkela was commissioned on 3rd February 1959 and in Bhilai on 4th February 1959. The first blast furance at Durgapur was commissioned on the 11th January 1960. It only shows that although the three plants started production simultaneously they do not appear to have been planned together. It also proves that three big steel plants cannot be managed properl by a huge steel corporation like the Hindustan Steel Limited. I understand there is a lot of bureaucratic interference even in small things. The individual steel plants although they are autonomous in character, have no fredom. I would like this giant corporation to be broken up and more powers and autonomy should be given to the steel plants so that, within their sphere, they can function more effectively and efficiently. I do not deny that there should be co-ordination, so that the public sector undertaking may set an example as a model employer. I think before we start the fourth plant at Bokaro this question ought to be examined.

The top heavy management is actually an obstacle in the efficient functioning. It is a fact that the maximum utilisation of the existing capacity in the steel plants is not being made. This matter should be gone into very thoroughly. In regard to Bokaro, it was reported in the papers that a fact-finding mission is coming to this country from America. Americans are going to be the collaborators for this plant. But what is the function of the fact—finding mission. It is said that the Mission is coming to survey the area to find out the availability of raw materials, etc. What does it mean? Does it mean that before finding out all these things the USA is not going to commit anything. That again means that the setting up of the plant would be delayed. The plant is not likely to go into production in the Third Five Year Plan. I am afraid whether it is at all going to come in the Fourth Five Year Plan and with the disappointing performance of the three steel plants if there is a short fall in the

public sector, it is doubtful how we are going to achieve the 10 million target.

Mr. Deputy-Speaker: The hon. Member must now conclude.

Shri Surendranath Dwivedy: I will take a few more minutes.

About Rourkela many things have been said by the previous speakers. It is in this Ministry's report itself that it is running at a loss. I think one of our friends referred to that figure. I do not want to go to the Audit Report. But this seems to be an ill-fated plant. It started quite early. In fact, it was the first one with which we started in this country. It has been admitted by the hon. Minister himself that there have been as many as 26 breakdowns in the course of a few years. Why has this happened? Because there is a competition between Bhilai, Rourkela and so on. And without adequate preparation—because they wanted to be the first—the first blast furnace was started and commissioned to action. What happened? After all the three blast furnaces have started working actually, the first is kept out of action for repairs; the second is having some trouble. So it is just not mechanical trouble. From the very beginning, in this factory there have been so many problems, on the organisational and administrative side also, excluding labour trouble.

Labour trouble is a chronic element in Rourkela, and the reasons have been stated by the previous speakers. I attended one conference between the labour and the management, and an assurance was given there. It was admitted that the labour troubles mainly arise because they have not as yet recognised any single union, although three or four unions are functioning.

An Hon. Member: Five.

Shri Surendranath Dwivedy: And it was said that an enquiry would be made for giving recognition to the union. The enquiry was started, but the enquiry has been stopped after it had gone on for a few months, when it was found that the I.N.T.U.C. is not likely to command the required membership for getting recognition. If that is how we are going to look to factories like this, I think it is wishful thinking to say that things would improve.

For Rourkela specially, because of these reasons, I would suggest, let us appoint an Investigation Committee, not only for labour troubles but for going into the question of organisation and administration in that factory, because there are a lot of other things that have come up. Nepotism, favouritism, provincial jealousy, all these have been encouraged by elements in the administration. This is a factory belonging to the whole nation and we do not want it to be a spot of trouble for all these provincial jealousies. And those things have come because in regard to the appointments in the steel factories we have not yet decided on a very good procedure. The men at the top, they themselves appoint all the persons. They have their own Selection Boards through which the appointments are made, and that gives rise to many other complications.

One word more and I have done, and that is about foreign experts. We find from this report that the number of the foreign technicians and other personnel is going to be increase. Even on 9th February last a contract has been signed with the Soviet people under which foreign experts will be taken in connection with the expansion of the Bhilai plant. This point has been raised in this House also. On this point, even the Estimates Committee has, on an earlier occasion, made its remarks, which are very relevant in this connection. They said: "The number of foreign experts should be kept to the minimum and efforts should be made to obtain the maximum results from them by a well-planned replacement by Indian counterparts". I do not think very serious attention has been paid to this,

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because we must take into account recent developments.

We get aid from foreign countries, all right. But what happens? Even in China, when the Russians decided to withdraw, their whole Plan has come to a standstill. So, we may take aid. But should we go on depending either on the Russians or the Americans in this fashion? There has already been a cut, because of some political considerations, in the aid that is to come to this country from America. If we go on depending on them and on the foreign technicians I am afraid that probably the time may come as a result of these political considerations when the entire plan of our country, because of this element, would come to a standstill.

Shri Morarka (Jhunjhunu): Mr. Deputy-Speaker, Sir, the activities of this Ministry are so vast, the projects under the Ministry are so important and the Demands of the Ministry are so big—Rs. 135 crores—that it is difficult to assess the progress and performance of the Ministry fully with such a short time. I therefore propose to confine my remarks only to the question of steel.

The importance and use of steel are increasing all the world over almost simultaneously. The production of steel during the last decade has increased from 158 million tons to 340 million tons all over the world, and knowledgeable people forecast that during the next decade there would be a further similar increase. The share of the Communist countries in this increase has double from one-sixth in the total world production to one-third. And the two great powers of the world, namely Russia and America, together produce almost half of the total steel production in the world. Japan has made a phenomenal progress during the last three years. Between 1958 and 1960 the production of steel in Japan has increased from 11 million tons to 22 million tons.

Most of the industrial development in the present century is steel-based. Extensive plans for industrial development exist both in the under-developed countries as well as in the older industrial areas. Besides, in some of the countries the *per capita* consumption of steel is still ridiculously low. All these factors indicate that the demand for steel, the use of steel, is going to increase more rapidly than we anticipate.

During the same period, that is between 1950 and 1960, our production of steel increased from 1 million tons to 2·2 million tons—comparatively a very feeble achievement. Though our supply of steel increased, the demand for steel in this country increased more rapidly. In 1961-62 our total demand was 6.2 million tons, and the total supply including imports was 4.1 million tons, leaving a gap of 2.1 million tons, as against the gap of 1.2 million tons in 1959-60. The point is that the gap between supply and demand in this country, in spite of the increased production, is increasing.

The target of the Second Plan was 4.2 million tons. The achievement was 2.8 million tons. And this happened in spite of our putting our steel plants in the 'hard core' of the Plan and in spite of the fact that we gave top priority to the steel plants.

Our target for the Third Plan is 10 million tons. It is impossible, or almost impossible, to achieve this target of 10 million tons so far as the actual production is concerned. But even if you take this 10 million tons target as a capacity target, even then there are serious doubts of achieving it, and unless vigorous efforts are made one can almost be certain that this target, even in capacity, would not be achieved.

The Sub-Committee of the U. N. which met in Geneva assessed the requirements of steel for India in 1974 at 28 million tons. That is, within the next twelve years our requirements would be 28 million tons. At present,

our capacity is 6 million tons and our production is 3.2 million tons. It is, therefore, very vital that we must carefully plan the production of steel and vigorously execute that plan in order to achieve those targets.

It is evident that so far as steel is concerned, there is a long timelag between planning and actual production. It is our experience that the target of the Second Plan would be achieved some time in the middle of the Third Plan and the target of the Third Plan would be achieved some time in the Fourth plan. Therefore, whatever our requirements are the Fourth, Fifth and other plans, it is imperative that we plan them right now.

Shri Surendranath Dwivedy: It is a Seven year Plan.

Shri Morarka: My purpose is to emphasise the fact that a basic industry like steel which occupies a pivotal position in the nation's economy, needs long prospective planning, much ahead of actual requirements.

Increased production can be achieved in two ways: (i) by expanding existing capacity and (ii) by creating new capacity. Our Government is taking action in both these directions. So far as expansion is concerned, they are expanding Bhilai by 150 per cent, Rourkela by 80 per cent and Durgapur by 60 per cent. In the first place, I do not understand why, when Bhilai is being expanded by 150 per cent, Rourkela and Durgapur are expanded only to a smaller extent. It is not because our needs are less. With all assessment, our needs are going up much more and at the end of the Third Five Year Plan, we shall require 10 million tons. Even about Bhilai, there was a statement in Moscow by Mr. Sergeyev, Member of the State Committee for External Economic Relations that Bhilai would be expanded further in the third stage. That means, the scope for further expansion of Bhilai beyond 2·5 million tons is there. The question is, why not expand the steel plants to the maximum capacity now.

The reason why I advocate expansion is, firstly, expansion always is cheaper than creating new capacity. The cost of expansion, as was pointed out by the hon. Member Shri Daji, is much less. It would be about Rs. 1000 per ton of new capacity created by expansion as against a new plant where the cost comes to about Rs. 2000 per ton. That is our experience. In Durgapur, Bhilai and Rourkela, our total expenditure has come to more than Rs. 600 crores. The capacity created is 3 million tons.

Scondly, steel industry is an industry of rapid innovation and new improvement. When the steel industry is of rapid innovation, it is necessary that the latest techniques and new improvements are also incorporated in our steel plants. That can be done if you expand them and expand them in such a way that we can incorporate these latest improvements.

A third advantage in expanding a steel plant to the maximum capacity is the time factor. Whether you expand a steel plant from 1 million tons to 1·8 million tons or from 2 million tons to 2·5 million tons, the time taken would almost be the same. Since time is the most important factor now so far as the development of the steel industry is concerned, I think that the expansion of the steel plants would have been a much quicker process.

The last but not the least argument is, in an expansion, you do not have what is known as the teething troubles, because they would be all grown up plants. By all this I don ot mean not even by implication, to suggest that we should not try to create new capacity. All that I want to suggest is that for putting up new plants, you must plan carefully both as regards its size and location.

Technological advances have made large plants not only possible, but more desirable, because the capital cost of a large plant is less and the operational costs are cheaper. It is admitted by

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knowledgeable people, again, that for the Bokharo plant, if the capacity is to be 1 million tons, the cost is going to be Rs. 2000 per ton, and if the size of the Bokharo plant is 2 million tons its cost would be reduced to Rs. 1100 per ton. If the size of the Bokharo steel plant is still bigger, 5, 6 or 7 million tons, it is natural that the cost per ton capacity would be still lower. It is said that in the world, there are very few sites where we can build a steel plant of a big size,because it requires the existence of raw materials and vicinity of several other facilities. World experts have said that Bokharo is a site where you can have all these facilities and the situation of Bokharo entitles you to plan a plant of the size of 5, 6 or 7 million or even 10 million tons. Even our consultants have stated that this plant should be planned in a way that we may have today 1 or 2 million tons capacity and later on, it may be expanded to 10 or 12 million tons.

A point which we are apt to overlook when we create new capacity is the per ton cost of new capacity created. If we want our steel plants to compete in the world markets, if we want our production to be competitive, it is essential, it is vital that we give due importance to this factor, because the capital cost of a steel plant is an important factor in the element of cost of the product.

Another advantage in planning a big project is, the statisticians have come to the conclusion, is that the cost of putting up a plant increases every year by 2 per cent. Whether you plan today or whether you plan after 10 years, it is going to make a huge difference in the cost of the project itself. If our needs are there, if the possibility of putting up the big Bokharo plant is there, why not start the Bokharo plant with a 7 or 10 million ton capacity and insulate yourself against an increased cost of 2 per cent every year? I do hope the hon. Minister will give due consideration and have this matter properly examined.

Now, I come to Hindustan Steel Ltd. The Hindustan Steel Ltd. is the biggest corporation in this country and it is easily one of the biggest in the world. There is a feeling and the feeling grows more and more that the top management of this company is rather weak. It has under it a vast ramification of industrial units. It has three steel plants, the coal washeries, the biggest by-product plant, it has the special tool steel and alloy plant, the expansion programmes for the three steel plants and then, it has the fourth Bokharo plant under it. It is a huge programme, and its timely execution requires vigilance and vigorous efforts not only at the execution level, but also at the policy making stage. From past experience, one can say that these steel plants did not receive the supervision which was necessary during construction and they are not receiving the attention which is necessary now for running them. I will give you one example. In Rourkela alone, during a short period of a little more than 2 years, from April 1959 to July 1961, they paid the Railways by way of demurrage of more than Rs. 1 crore. Demurrage to Railways alone by Rourkela alone in about 2 years, more than Rs. 1 crore—it is, I think, a sad commentary on the supervision and on the vigilance of those who were managing it. What is happening now? An ordinary letter making enquiries about what they produce, whether they can supply something or not, takes about 6 months before that letter is properly replied. Even acknowledgment takes three months. This is not the way a business concern be run. If you leave the business or the commercial side weak, to that extent, your projects are bound to suffer because they would have a built-in handicap. These steel plants are the backbones of our development plans. Indeed, they are the backbones of the entire national economy. They are the prestige projects for the

public sector. On their successful working depends the success of the entire public sector. This is an imporant experiment which the world is watching all over, and if this experiment fails, it is not only the steel plants which would fail but it might shake the confidence of the people in the entire philosophy of nationalisation and public ownership of these means of production. It is, therefore, not only important but it is vital that Government take this thing more seriously and give the needed attention and reorganise the whole Hindustan Steel Limited.

These three steel plants are expected to contribute a sum of Rs. 111 crores to our Third Five Year Plan. While this is not an impossible thing, the rate at which we are going is such that it would be very difficult to achieve this target.

All these aspects, namely the importance of steel to the national economy, of the steel plants to the public sector and the contribution of Rs. 111 crores to the Plan are vital. Therefore, the Planning Commission have started worrying about it, and I believe that it is the firm view of the Planning Commission that the Hindustan Steel Limited, as it is organised, is not up to the task of handling the fourth plant at Bokaro, and, therefore, they are thinking in terms of reorganising it. I am very happy that after all, the Planning Commission have thought it necessary to devote some time to this organisational aspect. I think that even if some important structural changes are necessary in the organisation of Hindustan Steel Limited, the Government would not hesitate to implement them. After all, what is essential is the execution of the work, the implementation of the programme and the achievement of the target. If this cannot be done, if this cannot be achieved by one corporation, there is no harm in having two or three. Besides, if these three steel plants are run by three different corporations, there would be a spirit of greater competition among them, and we would be able to show better what Bhilai and Durgapur are doing and what Rourkela is not doing.

Some people have now asked for more autonomy for the steel plants. Frankly speaking, I canot support this demand, because I feel that we should give them only that much autonomy which enables flexibility of operation; autonomy should not be given merely for the sake of autonomy. In this Ministry, if we make al the Corporations autonomius,what would be left? The Ministry would be completely drained of its authority and an empty husk or shell alone would remain, and the directors of the steel plants would become almost like the emperors of the steel empire. I, therefore, feel that the need of autonomy must be judged according to each corporation and its functions. More than that, we have heard that almost Rs. 700 crores of public funds are invested in the Hindustan Steel Limited. If we give complete autonomy and do not make the directors, the chairman and others responsible or answerable either to the Minister or to the Parliament or to the Auditor-General, and they have no financial stake in these plants, and they will have such huge corporations under them, I shudder to think what would happen. Therefore, I feel that control of the Government machinery on the Hindustan Steel Limited, which exists today, is very necessary or vital, and it is desirable not only from the point of view of safeguarding the public funds but also of making these people answerable for the performance of these steel plants.

Now, I would like to say a few words about Rourkela. Rourkela is considered to be the latest and the best steel plant not only in this country, but one of the best in the world. Some say that it is 'tailor-made'. Our Prime Minister has called it the 'symbol of resurgent India. Some people have called it the temple of prospe-

[Shri Morarka]

rity'. The German press has described this as 'a magnificant spectacle of beauty' an dadded that 'all the errors committed there cannot take away the brilliance of the final result'.

It is supposed to be the plant having the latest type or rolling mills, and only rolling mills of this type are supposed to exist in the entire Europe, including the USSR.

It is also said that the price of the final product at Rourkela would be Rs. 800 to 850 per ton as against Rs. 500 per ton in the other steel plants. Its cost of production would be less than at other plants. It is going to have the bigest by-product plant, producing 14 different items worth about Rs. 10 crores every year.

These are the points in favour of Rourkela. As against this, we find that Rourkela has been a real problem child with prolonged teething troubles. My hon. friend who preceded me mentioned about Blast Furnace No. 1 and Blast Furnace No. 2. Blast Furnace No. 1 had three breakdowns so far in such a short period. Blast Furnace No. 2 also underwent some repairs for what is known as 'severe chilling'. Out of the four open earth furnaces, one is already being relined.

The blooming and slabbing mills had two major mishaps, one on the 17th June, 1961 and the other on the 6th December, 1961. Some people think that it was due to the negligence of the operatives, but the experts think that it was due to metal fatigue or whatever that may be.

The pig iron casting machine seems to have given constant troubles because it is overstrained. Its capacity is supposed to be 30,000 tons per year, but at present, it has already been used for half a million tons during the last three years. The overstraining of this has created a lot of problems.

There has been shortage of slag ladles.

Similarly, the dolomite calcining plant trouble, the mechanical breakdown in the oxygen plant, the burning of the Busbar crucible in the hydro-electric pumps etc. all give endless troubles there.

I feel that in view of all these troubles, and particularly in view of the fact that the production there is so slow, one has to carefully examine to find whether these are only the teething troubles or whether this plant is suffering from structural and constitutional ailment which requires proper diagnosis and treatment.

The main trouble in this plant, according to me, is due to two reasons. One has already been mentioned by one of the hon .Members who preceded me, and that was that the Rourkela plant had too many contractors to execute the works, and there was no co-ordinating agency. But more than that, this Rourkela plant had the singular distinction of having five different general managers in such a short time. What can we expect in such a huge plant, if the average tenure of general managership is not more than fourteen to eighteen months? Howsoever competent that man may be, in fourteen to fifteen months' time, he would not know even the subordinate staff, not to talk of the various other things. And, further, the persons whom we appoint are not essentially the steel men. They are good administrators, or they are clever ICS officers or they may be anything else, but in order to understand all these things, and in order to get the proper ropes and the bearing, it will take some time for them, but before they settle down, they are transferred somewhere else. That I think, is one of the most unfortunate parts of this matter.

There has been less production in Rourkela and Durgapur, due to shortage of raw material and transport difficulties. I understand that recently there has been shortage of power also, because the DVC refused to supply power. But the most surprising thing is that some of the capacity was slowed down because there was no off-take and there was no order. In this connection, I would like to read out a small extract from the Seventh Report of the Hindustan Steel Limited and point out what the directors had to say about it. I am quoting from para 8.4 under the heading 'Exports'.

This is what they say:

> "Exports, besides earning valuable foreign exchange, have helped a great deal in keeping up production by enabling the disposal of semi-finished products like ingots and slabs which are not saleable in the country."

Somewhere else I have read that the production had to be slowed down because there was no offtake, firstly, for want of transport, secondly, for want of demand. If our production pattern is such that we cannot sell what we produce and because of that we have to slow down production, the investment in these huge plants will never become economical and successful.

Finally, I would like to say a word about the heavy industries in general. We are putting up all these heavy industries in order to create machine-making capacity in this country so that we may depend less on imports, and if possible, even try to export some. That would be possible only if we keep pace with the latest developments in technology and incorporate all the latest advances and inventions in the field of science. If this is overlooked, our main purpose of putting up these heavy plants at such huge cost and starting making machines would be competitively lost. I, therefore, suggest that side by side, we should also develop technological research and organise our industrial intelligence so that we incorporate the latest inventions and keep our production equipment up-to-date. That is the only way we can cut down our imports and that is the only way we can ever expect to get a share of the export market.

Shri K. C. Pant (Naini Tal): The Demands for Grants before us relate to the Ministry of Steel and Heavy Industries which has been created only recently to take care of many key industries like iron and steel, heavy machinery and fertilisers which together, and even perhaps singly, can decide the fate of the Third Plan.

The Third Plan lays emphasis on the development of steel and heavy industries. There are people in this country who are opposed to plans for rapid increase of production of steel. But I, for one, fail to understand why we should not go in for steel production at as rapid a rate as we can when we are fortunate enough to have very large deposits of iron ore of excellent quality, adequate labour and a population sizeable enough to support many more large and modern steel plants.

Shri Morarka before me made out a rather strong and lucid case for raising our steel targets not only for this Plan, but keeping in view the rapidly growing demands all over the world, particularly in our country. I support the case he has made out and I personally feel that in a growing industry-oriented economy, there is hardly any scope for surplus of steel or power. It is the experience of all countries which are developing, that there never is in fact any surplus of steel or power. We in this country ignored this in the First Plan and to this day we are rueing the fact that we did not put up a plant under that Plan. In the Second Plan, however, there was a shift in our strategy of investment, and looking back over the ten years as a whole. I think it can be said that the achievements, on the whole, have not been unimpres-

[Shri K. C. Pant]

sive. The index for machinery has risen by 400 per cent. Steel and iron production has gone up by 124 per cent. The index for chemicals has also gone up 4 times. These are not small achievements. Even in fertilisers, consumption has gone up by 318 per cent. Nevertheless, we have to accept the fact that there have been serious shortfall in many important items, including iron and steel, fertilisers, chemical pulp, heavy forgings and castings, soda ash and the like—various heavy chemicals—and cement also. So we have to view these things in perspective. I feel that on the whole we have to examine this question in view of both the achievements and the shortfalls.

Let us examine some of these shortfalls in relation to steel. The Second Plan target was 6 million tons of ingots and 4·3 million tons of saleable steel. As against this target, production was 3·5 million ton ingots and 2.2 million tons of finished steel. The shortfall was bad, and the natural consequence of it was that funds meant for development had to be diverted to import of steel. Some speakers before me have quoted figures to show that even in 1961-62, the total demand of steel was 6·2 million tons as against the total availability of 4 15 million tons, of which 1 million tons were imported. They quoted them for a particular year, but the actual fact is that in the last few years that has been the rate of imports into this country. I am not against the import of steel as such. Steel is a producer material and it is the general experience that the value of steel when converted into machinery increases almost 8 times. Thus the foreign exchange spent on import of 1 million tons of steel which would be about Rs. 90 crores when converted into machinery will result in a saving of about Rs. 700 crores in foreign exchange.

So I view this question of imports from a slightly different angle. Nevertheless, it has to be accepted that there have been shortfalls, and I think we should go into these shortfalls and attempt to learn from our past mistakes and try not to repeat them in future. As was pointed out by Shri Morarka again, huge amounts of money go into the construction of these steel plants. In the Second Plan alone, three steel plants were put up in the public sector. The original estimate of capital outlay on these plants was about Rs. 350 crores; ultimately it rose to a little over Rs. 600 crores. This is a large rise by any standard and it imposed a fairly heavy strain on the Second Plan.

Again the question of returns was raised here. It was said that against this investment of almost Rs. 600 crores, the return was nominal. I find from the figures given that there was actually a loss in 1960-61 of Rs. 74:34 lakhs, and if depreciation is provided and the loss brought forward—including depreciation—taken into account, the Hindustan Steel has accumulated losses to the extent of almost Rs. 20 crores by 31st March, 1961.

This is, to say the latest, hardly a satisfactory situation. Even so, having said all this, I would like to emphasise that, while it is the duty of this Parliament to scrutinise the working of these steel plants critically and to pin-point their shortcomings and failures, there is great need to preserve a proper sense of perspective. After all, it was an act of courage and vision to have taken up the construction of 3 public sector steel plants of 1 million ton capacity each, simultaneously in the second Plan.

Now, these plants have been set up. Although they are not giving the production expected of them, even the fact of their being set up, I think, has added to the strength of this country, not only materially but also psychologically. People have begun to feel that we can industrialise and that we have it in us to set up these big plants by our own efforts.

We have made mistakes, no doubt. And, I think, we all want to profit from these mistakes. I would suggest, therefore, that a full-fledged enquiry should be held into the causes of failure to achieve our Second Plan steel targets. A committee of experts may be formed to go round the different steel plants and to analyse the defects on the spot and with sufficient authority to remove those defects by taking immediate steps and without going through regular red-tape channels. Only thus can we avoid being helpless spectators to the kind of delay involved in the third blast furnace in Durgapur which has been reported to be ready to go in for firing for the last 15 months.

Mention was made in this House by previous speakers of the time taken to set up a steel plant. The hon. Member, Shri Daji, mentioned and I agree with him, that, judging by our experience of the Second Plan, it takes 4 to 5 years to set up a steel plant. On that basis, where are we placed in the second year of the Third Plan? The work on the steel projects for the Third Plan should have been well under way by now. I would even say that work on the Fourth Plan project should have begun. But, what do we find? Except for Bhilai, which has by far the best record of the three plants to date, no other steel plant has taken any concrete steps for expansion and, as has been pointed out by various speakers, the question of setting up a new plant at Bokaro has not made the kind of progress which we all hoped it would. Therefore, I regret to say that I have to agree with those speakers who have said that it is gradually appearing to become doubtful if we can actually achieve the Third Plan target which we have before us, which is 10 million tons of steel.

The time has come, I think, to think of making some changes in the organisational pattern of these public sector enterprises, including the steel factories. The shortfalls and the failures have been so obvious that some steps must be taken. In that regard, I think, we are all agreed, whichever party we may belong to, we are all interested in seeing these steel plants making a profit and working in a businesslike way. So, let us go to the heart of the problem and try to devise an organisational pattern in which responsibility for performance can be clearly and definitely fixed.

Public enterprises should be run by persons who feel, who know and who are told that their careers will be made or marred by their performance in these plants; and their performance should be judged purely by results. But, at the same time, they should be given a free hand to achieve these results as best as they can. Government should, of course, lay down the broad policy; but, it should not interfere in the day to day working. Industrial units cannot be run as departmental wings; and civil administrators, however able, do not necessarily make good managers. What is required really is that technical persons, who have a specialised knowledge of the fields in which particular plants deal, should have a much larger say and, as far as possible, a decisive voice in the affairs of those plants.

If these suggestions are to work, Parliament must exercise some restraint. We talk of delegation of authority. But, delegation of authority carries with it the delegation of the right to make mistakes. No one is infallible; and I personally feel that a man should not be guillotined for making *bona fide* mistakes. While we should not tolerate inefficiency or procrastination of any sort, the courage to expedite action even at the risk of making mistakes should be encouraged. That is the only way in which we can maintain discipline in these public sector plants and create a climate in which those in charge of the plants cannot shirk taking decisions and can work fearlessly in the best interests of the plants under them without being subject to any

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kind of pressures at all. This is an important aspect.

Another suggestion that I have to make is that if you want to encourage local initiative, Government should make lists of the references made to it by the different public sector enterprises and these lists should be submitted to Parliament. Parliament can then judge for itself how far any particular management has a tendency to pass the buck; and also, in case of delays, Parliament can see whether Government is responsible or the company.

Mr. Deputy-Speaker: The hon. Member should try to conclude now.

Shri K. C. Pant: You may just give me two or three minutes, Sir. I am reminded of one instance of the ridiculous delays that our procedures sometimes lead to. There was an efficiency expert who ordered 4 stopwatches. Thirteen months went by and the indent changed hands 89 times in an orgy of references and cross references. Yet no decision was taken to buy the stop-watches. In the meantime, the prices rose by 100 per cent. That is the kind of thing that has to be put down with a heavy hand.

Just a word about fertilizers. One of the basic weaknesses in the fertilizer policy has been that it is not based on a proper soil survey. Every fertiliser is not necessarily suited to every kind of soil or every kind of crop. So, we must have a soil survey in this country so that we can divide it into broad soil zones and after that is done we should go ahead to locate large fertiliser plants producing concentrated multi-nutrient fertilisers, within those particular zones. Local variations can be taken care of by having small mixing plants dotted all over the countryside. These plants can also mix the micro-nutrients which are needed locally. In this way we could have a proper set up and we could have fertilisers produced which are tailor-made to the needs of those particular areas.

We have to make a steady effort to bring down the price of these fertilisers and to bring them within the reach of the common farmer. This can only be done by reducing the costs and costs can be reduced by making these plants integral parts of very much larger multi product chemical complexes. With these words, I thank you for giving me an opportunity.

Mr. Deputy-Speaker: I shall announce the selected cut motions.

Shri Daji: Sir, when the hon. Speaker asked us to send in the names and numbers of cut motions I was on my legs and I could not send them. So my cut motions may also be treated as moved.

Mr. Deputy-Speaker: They have all been gone through.

Hon. Members may now move their cut motions relating to the Demands under the Ministry of Steel and Heavy Industries subject to their being otherwise admissible.

Failure to establish heavy industries in Kerala

Shri M. K. Kumaran: I beg to move:

> "That the Demand under the head Ministry of Steel and Heavy Industries be reduced to Re. 1." **(17)**

Need for nationalisation of steel and heavy industries

Shri Sivamurthy Swami: I beg to move:

> "That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." **(4)**

Need for establishment of a steel industry at Sondur in Bellary district, Mysore

Shri Sivamurthy Swami: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (5)

Need to utilise the iron ore and manganese in Bellary District, Mysore State for iron and steel industry by the State

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (6)

Need for establishing a sizable steel plant in Southern India

Shri Koya: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (7)

Need for co-ordination between the Ministries of Steel and Heavy Industries and of Railways to ensure quick movement of finished products from the Bhilai Steel Plant

Shri M. K. Kumaran: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (18)

Frequent breakdowns of mills and stoppages of production at Rourkela Steel Plant

Shri M. K. Kumaran: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100. (19)

Need to expedite work regarding setting up of a Steel Plant in Salem

Shri M. K. Kumaran: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (20)

Need to ensure equal opportunities of employment in Steel Plants and other heavy industries in public sector for people coming from different States.

Shri M. K. Kumaran: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (21)

Need to expedite establishment of the fourth Steel Plant at Bokaro

Shri M. K. Kumaran: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (22)

Working of Heavy Electricals (Private) Ltd. Bhopal

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (23)

Non-implementation of Labour Laws in Steel Plants

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (24)

Retention price of steel

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (25)

Need to have a uniform wage for all Steel Plants

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (26)

Need to bring all Steel Plants, Heavy Electricals, Bhopal under central labour legislation.

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (27)

Non-implementation of agreement reached on 12-3-1962 between the representatives of Heavy Electricals Limited, Surat, Bhopal and Chairman, Heavy Electricals Limited, Bhopal.

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (28)

Latest position in regard to collaboration of USA in setting up the Bokaro Steel Plant.

Shri Surendranath Dwivedy: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (32)

Question of employment of foreign technicians and other personnel from foreign countries in the three public sector steel plants.

Shri Surendranath Dwivedy: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (33)

Failure to reach the target of production in the Rourkela Steel Plant

Shri Surendranath Dwivedy: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (34)

Need for better Parliamentary control on the steel industries

Shri Surendranath Dwivedy: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (35)

Need for better labour relationship in the Steel Plants.

Shri Surendranath Dwivedy: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (36)

Need for appointment of a Committee to investigate into administrative and management affairs of the Rourkela Steel Plant

Shri Surendranath Dwivedy: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (37)

Need to bifurcate the management of Steel Plants in Public Sector into separate autonomous boards

Shri Surendranath Dwivedy: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (38)

Working of the Department of Iron and Steel

Shri Daji: I beg to move:

"That the Demand under the head Ministry of Steel and Heavy Industries be reduced by Rs. 100." (39)

Failure of the iron and steel control policy

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (11).

Working of the Office of the Iron and Steel Controller

Shri M. K. Kumaran: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (29)

Failure to supply iron and steel to bona fide cosumers in Kerala

Shri M. K. Kumaran: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (30)

Need to ensure regular supply of iron and Steel for small industries

Shri M. K. Kumaran: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (31)

Impact of the fixation of price of steel on the general economy

Shri Surendranath Dwivedy: I beg move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (40).

Imblance in distribution of iron and steel to the States

Shri Daji: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (41)

Impropriety of giving retention prices

Shri Daji: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (42)

Failure to implement labour laws in the Undertakings

Shri Daji: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (43)

Arbitrary revision of grades of operatives at the Bhilai Steel Plant

Shri Daji: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (44)

Unsatisfactory working of the Rourkela Steel Plant and the resultant fall in production

Shri Daji: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (45)

Need to set up steel and heavy industries in Mysore State and Tungabhadra project area

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head Capital Outlay of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (14).

Need to set up shipping industries at Mangalore or Karwar port and aluminium industry in the State of Mysore

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head Capital Outlay of the Ministry of Steel and Heavy Industries be reduced by Rs. 100." (15).

Mr. Deputy-Speaker: These cut motions are now before the House.

Shri Jaipal Singh: (Ranchi West): Mr. Deputy-Speaker, while I am glad that Shri Subramaniam is a newcomer to this new responsibility, I am sorry that at this debate his predecessor is not present. We have the same handicap in the Public Accounts Committee where we find the Secretaries change and really the Secretary who should be answering questions has been transferred elsewhere and his successor looks at the files and says that from the notes he finds this and that. I hope Shri Subramaniam will have better luck than his predecessor.

We live in an age where the stature of a country and the strength of a nation is measured by its steel and electricity capacity. Electricity will be on the anvil tomorrow and so I restrict myself to steel and heavy industries, which is also part of steel. I must congratulate the Ministry for making a frank confession, no Ministry has made before in the history of independent India. The other day we had a meeting of the consultative committee and since this was a newborn Ministry it had no time to print the usual Report. So, this was distributed by my very revered friend, the Cabinet Minister, the Minister for Parliamentary Affairs; he distributed this note on the Demands for Grants for the Ministry of Steel and Heavy Industries. This becomes a historical document. No document of this character has ever been distributed to Members of Parliament. It has been distributed; it is in my possession and it can be in the possession of any hon. Member of Parliament who can take the trouble to get it. It is really very illuminating in the sense that it is a frank confession of failures. Failures are there to good us on to better achievements. The fact that this is the first time that they are admitting their failures is significant as far as Parliamentary democracy is concerned.

श्री बागडी : (हिसार) ग्रान ए प्वायंट ग्राफ ग्रार्डर सर, । हाउस में क्वोरम नहीं है।

श्री नाथपाई (राजापुर): जब माननीय सदस्य का नाम पुकारा गया, तो वह हाउस में मौजूद नहीं थे। ग्रब वह क्वोरम का सवाल उठा रहे हैं ।

उपाध्यक्ष महोदय : ग्रार्डर, ग्रार्डर ।

Shri Jaipal Singh: We have been used to an apology of one type or the other; they put up a defence. When they know they are not doing well, they feel they must put up a defence.

Shri C. Subramaniam: May I have the advantage of that document? I and my officers are ignorant of that.

Shri Jaipal Singh: He can have it from the Minister of Parliamentary Affairs.

Shri C. Subramaniam: He is also ignorant of that.

Shri Jaipal Singh: This has been distributed to everyone of us the other

day only, at the consultative committee meeting at which the Minister was present. Of course this particular subject was put off to another day in the month of June, if the hon. Minister remembers. It is worthwhile that I read certain portions of it not because I want to chastise the Ministry but because, at long last a sense of honesty is dawning on the Government, which is a redeeming feature. If the hon. Minister thinks that this is not a document that was given to me and others by his officers or by himself or by the hon. Minister of Parliamentary Affairs, I have nothing more to say. But it is an official document.

Shri C. Subramaniam: I would like to know the nature of the document.

Shri Jaipal Singh: Let the Minister listen to me. He has a right to reply; he must not interrupt like this. If what I read from this document is not what he and his officers have written, let him contradict that.

Shri C. Subramaniam: I do not know what it is about. If he says that I will know whether I have got a copy or not.

Mr. Deputy-Speaker: It is the note distributed by your Ministry to the consultative committee through the Ministry of Parliamentary Affairs.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I have nothing to do with it.

Mr. Deputy-Speaker: You may look into it.

Shri Jaipal Singh: I think all that time is being deducted from the allotted time for me. The legend here reads: 'Note on the Demands for grants on the Ministry of Steel and Heavy Industries'. This is Government paper; you cannot find it anywhere and everywhere. I do not think you will permit me to go through the whole lot but it is just as well I read excerpts from this valuable document.

> "The review of the working of the public sector companies under the administration of the Ministry of Steel and Heavy Industries as also of others discloses that except for a very few companies like the Hindusthan Machine Tools, the performance of the rest have not been satisfactory."

That is honest enough. Later on it says:

> "A managerial cadre of the requisite quality and strength is absent with the result that most of the projects have to depend on civil servants and retired persons."

Mr. Deputy-Speaker: Is it your own note or the note of the Ministry?

Shri Jaipal Singh: It is note of the Ministry.

Shri Heda: If I may be allowed to say, I may say that I have received a similar note; it is from the Federation of Indian Chambers of Commerce and Industry.

Shri Jaipal Singh: It is Shri Heda's word. It will be for the Ministry to accept me or him—whether I am telling the truth or not.

Mr. Deputy-Speaker: But he asserted that it was a note from the Ministry.

Shri D. C. Sharma (Gurdaspur): We accept Shri Jaipal Singh's words.

Shri Jaipal Singh: I have some good and loyal friends. Then it says:

> "A project-wise survey discloses that so far as the Hindustan Steel Limited is concerned a good lot remains to be done. Rourkela steel project has become a monument of mishaps."

I am not prepared to accept Shri Heda's version because this was in an official envelope and so I take it that it came from the Ministry. I am prepared to accept that the Federation or

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whoever it was, was clever enough to get round Shri Heda and others and pass on notes.

Shri C. Subramaniam: I thought Shri Jaipal Singh was a hockey wizard, but I find he is a paper wizard also!

Shri Jaipal Singh: Yes. The note says that "the plant's defects are too many to enumerate." Later on, they say that "Bhilai seems to be the best of the 'bad lot'." I stop there. Then, had I known that this was from the Federation, I would not have wasted my breath! I do not want to take unfair advantage in respect of the Ministry and its great supporter, Shri Heda. If they think that I am trying to take unfair advantage of the document which I have misunderstood, that is not right. I stop there. I just end there.

But there is one particular thing in this confused and unhappy picture. It is the question of labour relations. If this paper is worthless I have no use for it. The whole thing is within my own knowledge. Steel and heavy industries are in my home area. I hope Shri Heda knows it, and I know he knows I am talking from knowledge of those things and not from any academic study.

If you look to the third Plan, what do you find? We find that the first impossible situation we are confronted with is the question of evaluation reports,—as to what the cost will be in regard to these projects. We first get a preliminary report. Take the question of the steel plants in the public sector. A steel plant includes of course the land, the quarry mines, the township, etc. In the preliminary project report, we are told that it will cost the country Rs. 425 crores. A little later, we are told that there is a revision—inclusive of escalation, from Rs. 425 crores to Rs. 559 crores. The latest is Rs. 620 crores. I ask you: is this planning? I can understand certain things going wrong. I know in the Planning Commission's report itself they have pointed out these things. In the TISCO also, in the case of Tata's expansion programme also, the estimate went up by some per cent. One can allow that. But what I am hitting at is, I think there is too much of this detached planning, tending to go away from reality as to what it is really going to cost us. This has been happening again and again. I need not go further into it.

In other words, what I venture to to suggest is that we must have specialists. There are specialised organisations who, because of their being specialists, assist the entrepreneurs including the Government, of course, in these huge projects, where, if the Government were only amenable to listen to them, the country will be saved enormous sums from projects of this sort. In other words, what I feel is that consultant organisations having specialised knowldge should be brought in so that in the projects, the evaluation and estimating the cost structure could be done in a more thorough and a scientific manner. Having myself been a Member of the Public Accounts Committee you would appreciate what I feel. I feel rather strongly about it, because the money that goes in a particular sector, if it is not properly utilised and if it remains unutilised, is, as it were, sterialised and frozen for other equally important purposes.

As I said earlier, right at the beginning, if we are to be anything at all, we have to go ahead in the matter of steel and electricity. I am very glad that it is my home area which is going to take the step for the rest of the country. You will never make much headway if you are not going to become human. That is where the new Minister is handicapped.

There is at Ranchi the Heavy Engineering Corporation. I do not know whether he has been there. But he has told us in the House that he had been to Rourkela. I would like him to go to Ranchi. I am sorry the Prime Minister is not here. He was supposed to visit Ranchi during the elections. But when he heard that things were not all right there, that he would get a black flag demonstration, he did not turn up. He was advised not go there. I mention this not because I am making a political issue of it. But the point is this. What were the figures, what was the evaluation, when the Heavy Engineering Corporation was to have been initiated there? Why have the figures trebled now? This is rather an interesting point. It is not that we mind the figures getting trebled. There is no harm in it if we are going the right way, but in the case of the Heavy Engineering Corporation, they made a bad start. You cannot have a Heavy Engineering Corporation plant and other ancillary industries there unless you have the land there. What do they do? They first acquire the land. Acquiring the land is a State subject. It is the State Government. Nine Adivasi villages had to be acqiured. The Adivasi villagers must quit it. Why? It is a Central project. If it were a provincial project, the State Ministers would have been somewhat reluctant in going ahead. But, "No, it is a Nehru project; the Central Government project; the Government of India project; a national project. Get out." The Land Acquisition Officer comes round and he gives an award of Rs. 45 per acre. I ask you: is there any patch of land even in the jugles —deserts of Rajasthan where you can get an acre of land for Rs. 45? I ask my hon. friends there. I do not want them to tell me how many big dams they have built and how many big factories and the like they have built. They forget the human beings completely. So, what happens? Trouble, tension, labour troubles. Even to this day, what is happennig? One clever businessman went to court and he got an award of Rs. 6,000 for exactly the same tpye of land. Where is Rs. 45 and where is Rs. 6,000? They say, "Come along, Jaipal Singh, this is a national project. Come in; we all together." The latest picture is that compensation bagins from Rs. 3,500 and goes as far up as it can. Meanwhile, a High Court decision has come in regard to a particular owner of land for Rs. 20,000. When I got into touch with the local bosses of the Heavy Engineering Corporation, they said: "it is not our business; it is the State Government; we are willing to pay Rs. 45 but none of your fellows is willing to accept it." I say that is not the way. We want the thing to work, and if you want the thing to you. After all, you are living in the midst of those people. Today the position is like this. Here is this wonderful project which is going to help us go ahead, but the question is, every day's delay in the matter of compensation to these people means that every day you are losing a lakh of rupees. Once the enormous thing what will it mean? Every day's delay means you are losing that much of money. I am not trying to argue that, "Therefore, accept the demand they are making." All I say is, be reasonable. You have made enough mistakes. In the DVC, in the Chittaranjan Factory,—everywhere—you have made mistakes. Are you going to go on like that? You have paid very heavily, and the elections have shown it not once, not twice but thrice. All I say is that you must realise that you cannot go on like this.

I am not talking politically now. Whether it is Rourkela, whether it is Durgapur, whether it is Sindri or anything like that, in the matter of land acquisition and rehabilitation, as the Dhebar Commission has already pointed out, must be simultaneous. If not simultaneous, you can make it earlier or before. In other words, no person, whether he is Adivasi or non-Adivasi, should be made to quit his land till he is assured of rehabilitation elsewhere. It is very important that we should all

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pull our full weight in trying to make this enormous project succeed. But there is a limit to decency and I humbly suggest that our friends on the other side have been relying too much on this Government of India basis; they are dealing with these humble human beings. We ask them in the name of national integration, "Come along. Here is a national project. Join it", but if that had to happen to themselves, I wonder how they would feel. I wish them the very best of luck; as I said, I have no desire not to help them. We would like to help them, We would like to help them, but they must not go by these ridiculous methods of Rs. 45 per acre, jumping to Rs. 6,000, Rs. 6,000 jumping to Rs. 20,000, etc. and expecting that the people will accept it because the law is there.

15 hrs.

Shrimati Lakshmikanthamma (Khammam): Sir, first of all, I thank you for giving me this opportunity to speak on this subject. After making a study of the subject with the material available to me, after making a study of the history of steel before and after independence and also going through the first, second and third Plans and the booklets that have been given to us on steel and heavy industries, I want broadly to base my speech on the following headlines: First of all, the importance of the steel industry for the economic progress of the country, which can never be under-estimated how we could not start a steel plant in the first Plan and the lessons that the second Plan taught us in the progress of steel, to be kept in view for the third Plan. Then I would like to say why I am afraid we may not be able to realise the targets for the third Plan, as many hon. Members have already pointed out and ask why we are not pooling our technical talent to design our future plants.

Then, I would point out the differences in cost in the three steel plants and why there is so much difference in the construction of these plants and whether Government has undertaken a study of these differences. Then I would like to point out the rate of raw material consumption in the different plants, whether the same kind of coke or other raw material was used or if any inferior quality was used, whether it is economic to use such inferior quality. Then I want to deal with the transport bottlenecks that the industry has been facing. Merely the railway department is not to be blamed for this. Though they are responsible to a small extent, to a great extent the departments of steel and heavy industries and also mines are responsible for this. If at all any criticisms are made, it is only to eliminate the symtoms that are unfavourable for the working of the working of the industries. In the end, I would also like to ask for certain steel plants in my own district of Khammam, where there is lot of raw material. The Singareni coalfields are very near, and the coal can be blended with that of Jharia and other better quality coal. We can get limestone from the Ceded Districts and Guntur, which are very near Then, we have high grade iron ore also. Lastly, I would like to know the position about our fertiliser plant.

The significance of steel industry for economic development has been expressed in several books by several economists. The economic progress of any country is judged only by the quantity of iron and steel produced and consumed by that country, because the iron and steel industry provides the foundation for building complex industrial structures. The key role of the steel industry in economic development can also be shown by analysing the correlations between *per capita* consumption of steel and other major economic variables, such as *per capita* national income, the value of *per capita* industrial production and *per capita* consumption expenditure.

The Economic Commission for Europe made such a study sometime

back in which it showed that steel consumption increases at a faster rate than industrial production in the initial stages of economic development. But once the industrial base is established, every increase in steel consumption brings about a large increase in industrial production, national income and living standards. On the other hand, the industrial growth in any nation is never solitary and one can easily discern a good deal of interdependence of industries. It is found that the birth and growth of some industries are always linked with the simultaneous expansion of many subsidiary and ancillary industries. It is found that industries with high linkage effect provide maximum growth stimuli. Hirchiman, in his book *Strategy of Economic Development* says that the pleading of the undeveloped countires for starting steel units is not as foolish as it appears because the steel industry provides maximum linkage effect, as it consumes the largest volume of products from other industries and provides the maximum volume of raw material for further consuming industries. The most complex and agglomerative industrial unit in any country is thus steel industry.

It is always a moot question why the Government of India had not taken the question of starting a steel unit in the first Five Year Plan itself. In the Second Plan, the Government have started a series of steel plants, which would put the country on the road of economic independence. If we view the progress of steel industry in India from the commencement of the Second Plan, there are very many lessons that we have to learn and digest and I fear we have not done it. I doubt very much whether we had realised our steel targets, I mean, the targets which we should have realised by 1960-61, even now. I am quite sceptical whether we will be able to reach the third Plan targets.

Many Members have already said that at the end of 1965-66, we have to reach a target of 9·9 million tons—TISCO 2 million, IISCO 1 million, Rourkela 1.8 million, Bhilai 2.5 million, Durgapur 1.6 million and Bokaro 1 million. But I think by the end of 1965-66, we will be able to come up to 6.6 million tons only. Why? Because the expansion schemes which should have been taken up last year have not reached the implementtation stage for one reason or the other. Even in the most techinically advanced countries like US, from the beginning of project planning to the time of ultimate production, it takes a minimum of five years. Further, the fourth steel plant at Bokaro, which should have been well under construction by now, has not even emerged from the drawing board stage.

What surprises our imagination is why the Ministry is so indolent and procrastinating with regard to the implementation of the plan decisions. We would very much like to hear from the hon. Minister whether there is no possibility of pooling the technical talent from these six big steel plants to design the Bokaro plant.

We would also like to hear whether Government has taken full advantage of associating Indian technicians with the designing of our steel plants. We heard that the Rourkela and Durgapur contracts have not provided for any such association of Indian technicians. Why is it so? The Government has not sent people to Russia when the Bhilai steel plant was designed. Our technicians who were sent to Russia were sent at a time when the designing was almost completed. Why did we not take advantage of this provision at least in the case of the Bhilai steel plant where they allowed our technicians to be present.

Coming to another point, Sir, there is a lot of difference between the costs of construction of the three steel plants. There is a difference of some few crores of rupees. Why is there this difference in the cost of construction which cannot be explained by differences in their capacity? We

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would very much like to know whether the Government at any time has undertaken any study as to why such cost differences have come. We are unable to understand why it is so, even after giving allowances for differences in their production capacities and the type of products.

It is regrettable to note that the rate of raw material consumption in the various steel units in the steel belt varies considerably beyond reasonable explanation. The rate of raw material consumption in Bhilai is 5.3 tons, in Rourkela it is 6.7 tons, in Durgapur it is 8·2 tons, in IISCO it is 5·4 and in TISCO it is 4·3 tons. The Minister, I feel, is of the opinion that in some cases an inferior kind of raw material is used and therefore there is difference in the rate of consumption. But I think almost all the steel plants are taking the raw material from the same regions. TISCO gets coal from Jharia, IISCO also gets coal from Jharia, Rourkela gets coal from Bakaro, Kargali and Jharia, Durgapur gets from Jharia and Bhilai also gets from Bokaro, Kargali and Jharia. I think mostly they get from the same regions. Even accepting what he says, that the quality of the raw material is poor, I think we are not supposed to use such poor quality raw materials for many reasons. The quality of the coke should be maintained at the required level; otherwise it affects not only production of iron but also leads to increased use of coal and other flux materials. The quality of the coke is dependent on the ash content of the coke. For every one per cent increase of ash in coking coal the effects produced are: (i) decrease in the production of pig iron up to 6 per cent; (ii) increase in coal consumption by about 5 per cent; (iii) increase in limestone consumption by about 5 per cent; (iv) decrease in the yield of carbon in coke and ovens will have to be established involving extra capital expenditure and decrease in tar and gas yield.

The transport bottlenecks which the steel industry is complaining and the coal industry is clamouring is to a small extent genuine and to a large extent they are their own creation. It should be noted that transport is not a service but it could be kept on tap especially in conditions of scarcity of resources. The steel and coal industry, I understand, have not done everything in their power to ease the transport situation.

In their anxiety to fulfil their targets they have stepped up coal production in Bengal-Bihar area and failed signally to achieve the targets especially in Central India. Under these circumstances, it would not be charitable to blame others for the non-availability of transport services.

Sir, any criticism of mine should by no means be understood as an opposition towards public sector projects. I feel that the public sector projects are the temples of progress. I want them to be kept as clean and as efficient so that they become the real instruments of economic advancement of the nation. All I mean is that there are certain unfavourable symptoms in their working which can and should be eliminated by taking an intelligent interest in these projects. As a matter of fact, we want the Durgapur and Rourkela units to reach the efficiency of Bhilai plant as quickly as possible.

Mr. Deputy-Speaker: The hon. Member's time is up.

An Hon. Member: Give her two minutes more.

Shrimati Lakshmikanthamma: The hon. Member is not the Speaker.

Mr. Deputy-Speaker: She should conclude her speech.

Shrimati Lakshmikanthamma: Sir, he has taken two minutes of my time.

Sir, it is a matter of pleasure to hear that in the last few months the rate of production has exceeded the rated capacity in the Bhilai steel plant. We

do not see any reason why the other two cannot emulate this example.

I learnt with pleasure that the Government is contemplating the construction of a steel plant at Neiveli area using lignite. I also heard that the hon. Minister is favourably inclined to this project. May I request the Government that it would be worthwhile to consider the starting of a medium-sized steel plant in Andhra Pradesh, especially in Khammam District where we have got....

Shri C. Subramaniam: The hon. Member's constituency.

Shrimati Lakshmikanthamma: It is not a question of my constituency. Singareni is not merely a question of my constituency, it is a national problem. In Khammam District we have got not only good supply of high grade iron ore, we have also got a reasonably good quality of coal which can be blended with Raniganj and Jharia coals.

Mr. Deputy-Speaker: The hon. Member is now repeating herself.

Shrimati Lakshmikanthamma: If I ask twice, the Minister may not forget it.

We have all the necessary raw materials available. I hope the hon. Minister will have a kind eye on this and will sanction it early. I also want to ask, at what stage our fertiliser plant is and when it is going to come up at Kothagudium in our State. I think it is almost in a very advanced stage.

Then, according to the geological survey I learn that a lot of barium chemical is available in Khammam District. The Government can very well start a barium chemical industry in Khammam. Also, lot of bamboo pulp can be had at Kurnool for the rise of paper industries. One more paper plant can therefore be sanctioned for Kurnool. I hope the Minister would give serious thought to this.

Sir, with these words I thank you for the opportunity that you have given me to speak on these Demands.

श्री बागड़ी : उपाध्यक्ष महोदय, मैं आपकी मार्फत इतना अर्ज करना चाहूंगा कि किसी देश के अन्दर जब उद्योगों और इस्पात के सम्बन्ध में निर्णय किया जाता है तो तीन बड़ी बुनियादी बातों को उस देश के प्रतिनिधि और उस देश की सरकार अपनी आंखों के सामने रक्खा करते हैं। (१) देश को फौरी तौर पर, उस वक्त के मुताबिक किस चीज की जरूरत है और उस फौरी जरूरत को पूरा करके देश को उस वक्त की परिस्थितियों से बचाया जाये। (२) रात दिन बराबर या आगे आने वाले समय में भी उस की जरूरतें पूरी होती रहें। (३) उस उद्योग से जो चीज पैदा हो उससे देश के रहने वालों को ज्यादा से ज्यादा नफा मिले, मफाद हासिल हों। मैं समझता हूं कि हमारे देश के अन्दर इस्पात और भारी उद्योगों के कारखाने जो हैं, उनसे थोड़ी बहुत कमी इस्पात की पूरी हुई हो तो हुई हो, हिन्दुस्तान के जो पुराने तौर तरीके के कल कारखाने चलते थे या पुराने तौर तरीके से जो इस्पात की कमी थी वह भले ही पूरी हो गई है। लेकिन इस देश की जरूरियात जिन्दगी जो हैं, उन को पूरा करने में जो इस देश के भारी उद्योग धंधे हैं वह बिल्कुल असफल रहे हैं इस से तो सिर्फ एक ही बात नजर आती है कि जिस किसी तरीके से भी उद्योगों का शास्त्र लिखा जा रहा है कि हम इस देश के अन्दर समाजवाद को फैलाना चाहते हैं, लेकिन जिस शास्त्र की खुद नींव नाबराबरी पर और भ्रष्टाचार पर रक्खी जाये, जिस की खुद नींव सरमायादाराना समाज के नाम पर रक्खी जाये, वह किस तरीके से एक आदर्श पेश कर सकता है दूसरे लोगों के सामने समाजवाद का, और किस तरीके से समाजवाद आ सकता है ?

[श्री बागडी]

हमारे माननीय प्रधान मंत्री ने अपने भाषण के दौरान में कहा था कि क्या बांट दें, गरीबी बांट दें या भूख बांट दें ? जब सवाल उठता है बांटने का तो ऐसी बात कही जाती है। लेकिन जब भिलाई के कारखाने में या भोपाल के कारखाने में या दूसरे कारखानों में हड़तालें होती हैं तो उनमें भूख के बटवारे की बात नहीं होती, उनमें सरकार की नीति की बात होती है। एक तरफ तो समाजवादी कही जाने वाली सरकार की तरफ से मैनेजमेंट के लिए लाखों रुपया खर्च किया जाता है, उनके लिए ठंडी हवा के पंखे और रहने के लिए बंगलों वगैरह पर खर्च किया जाता है और दूसरी तरफ जो मजदूर अपनी जिन्दगी को लोहा बना कर और अपने खून को पानी और तेल बनाकर मशीन के साथ लगता है उसको हड़ताल करने के लिए मजबूर किया जाता है और फिर जब डंडे के जोर से हड़ताल तोड़ दी जाती है तो आते हैं बड़े नाज के साथ जंग तोड़ बन के हालांकि चीन की तरफ जाते डर लगता है। मैं अर्ज करना चाहता हूं कि यह चीज समाजवाद की बुनियाद से विपरीत है। मैं भी कहता हूं कि भारी उद्योग के कारखाने हों, लेकिन वे चलें किस तरीके से ? वे इस तरीके से चलें कि इस देश के अन्दर लोगों को काम मिले। यह भारत जो आज नजर आ रहा है, ये जो चन्द व्यक्तियों और आदमियों के नाम लिए जा रहे हैं, दर असल इतना ही भारत नहीं है। इसके ऊपर जो छिपा हुआ भारत है जो जंगलों में रहता है, जो खानाबदोश भारत है, आज नहीं तो कल और कल नहीं तो परसों वह जाग उठेगा और वह काम चाहेगा। वह खानाबदोश नहीं रह सकेगा और उनके लिए काम चाहिए। और इन भारी उद्योगों को ऐसी मशीनें बनानी चाहिएं जिनसे इस देश के करोड़ों इन्सानों की जो साढ़े पांच लाख गांवों में रहते हैं, काम चल सके। इन बड़े बड़े कारखानों में चमड़े के जूते बनाने की, कपड़ा बनाने की और साबुन बनाने की छोटी छोटी मशीनें बनायी जायें, तभी वह सारे देश के बोझ को उठा सकेंगे। आज भारत की पृथ्वी इतने बोझ को नहीं उठा सकती। इस बोझ को उद्योग को उठाना है, लेकिन जिस प्रकार के उद्योग आजकल चल रहे हैं जिनमें मैनेजमेंट पर ज्यादा खर्चा किया जाता है वह इस देश के गरीबों का बोझा नहीं उठा सकते और न उठा सकेंगे।

मैं अर्ज करना चाहता हूं कि भोपाल में एच० एम० टी० का कारखाना बना कर सरकार ऐसा समझ रही है कि जैसे बड़ा तीर मार दिया। कहा जाता है कि इसमें बिजली के पुरजे बनाये जाते हैं, लेकिन बुनियादी बात यह है कि यह बिजली के पुरजे बनाने का कारखाना नहीं है बल्कि मिस्त्रियों की ट्रेनिंग का स्कूल है जहां बाहर से पुरजे मंगा लिए जाते हैं और उनको जोड़ लिया जाता है और कहा जाता है कि हम बिजली के पुरजे बना रहे हैं। पुरजे बाहर से मंगाये जाते हैं और वहां जोड़ दिये जाते हैं और जब प्रधान मंत्री जाते हैं तो जय जयकार करके कहते हैं कि हम ने बड़ा उद्योग कायम कर दिया और न जाने कितनी तरक्की कर ली। तो बुनियादी बात आपको यह करनी चाहिए कि इस उद्योग में पुरजे बनाये जायें और जो लोग काम करते हैं उनको केवल फिटर ही न बनाया जाये।

दूसरी बात मुझे यह कहनी है कि जो बड़े उद्योग हमारी सरकार की तरफ से चलते हैं और जो प्राइवेट लोगों के कारखाने चलते हैं उनमें मजदूरों और मैनेजमेंट के सम्बन्धों में कोई अन्तर होना चाहिए। यहां हड़ताल होती है तो मजदूरों के साथ वही व्यवहार किया जाता है जो प्राइवेट कारखानों में किया जाता है। मैं चाहता हूं कि सरकारी कारखानों में और प्राइवेट कारखानों में इस बारे में अन्तर होना चाहिए और वह अन्तर जनता के सामने आना चाहिए तब जनता को मालूम

हो कि सरकारी कारखाने समाजवादी तरीके पर चलाये जा रहे हैं ।

आप देखें कि सिंदरी के सरकारी कारखाने में जो खाद बनती है उसकी कीमत तीन सौ सवा तीन सौ रुपया प्रति टन आती है जबकि जो खाद बाहर से मंगायी जाती है सब खर्च दे कर उसकी कीमत २२० रुपय टन आती है । तो फिर अपने यहां खाद बनाने से क्या फायदा हुआ, आप देश को यह बेकार की प्रेक्टिस क्यों करवा रहे हो । हमारे देश के अन्दर पैदावार होनी चाहिए लेकिन यह नहीं कि मिट्टी मल कर सोना निकाला जाये बल्कि मिट्टी से अनाज पैदा करके उससे सोना बनाया जाये, हमें देश में पैदावार बढ़ानी है लेकिन दूसरे मुल्कों के मुकाबले में हमारा रेट बराबर चलना चाहिए । जो चीज सरमायेदार के कारखाने में बनती है और जो चीज सरकार के कारखाने में बनती है उनमें अन्तर होना चाहिए । जो चीज सरकारी कारखाने में पैदा होती है वह जनता को सरमायेदारों के कारखानों की चीज से सस्ती मिले । मैं अर्ज करना चाहता हूं कि ऐसा होगा तभी देश के अन्दर जो मुनाफाखोरी हो रही है वह खत्म हो सकेगी । हमारी सरकार के कुछ लोग कहते हैं कि हम सरमायादाराना समाज को तोड़ना चाहते हैं, मनाफा खोर वर्ग को तोड़ना चाहते हैं । यह अच्छा है, तोड़ो । मगर हम देखते हैं कि पिम्परी के कारखाने में जो दवा बनती है उसकी क्या हालत है । हमने सुना है कि हिरण कश्यप के समय में कुछ बिल्ली के बच्चे अण्डे में से जिन्दा निकल आये थे इस पिम्परी के कारखाने में जो दवा बनती है उसमें एक मक्खी जिन्दा निकलती है । यह चीज एक माननीय सदस्य के सामने आयी थी और उसका चर्चा यहां हुआ था । मैं अर्ज करना चाहता हूं कि एक तरफ हमको सरमायादार वर्ग लूटता है और दूसरी तरफ रेड्डी सेठ बिड़ला सेठ की तरह उस दवा जे जिसकी लागत तीन आने है और जो तपेदिक के मरीज के काम की है १२ आने लेता है । हमारी सरकार उस दवा का दाम उस बीमार से १२ आने लेती है जिसकी लागत ३ आने है । कितना बड़ा अन्याय है । इस देश के गरीब बीमार आदमी के फेफड़े से किस बेदरदी के साथ खून और रस को चूस कर मनाफाखोरी की जाती है । सरकार कहती है कि हम मुनाफाखोरी को बन्द करना चाहते हैं लेकिन इस तरह मुनाफाखोरी बढ़ाई जा रही है । मैं अर्ज करना चाहता हूं कि इस तरह से यह बातें बन्द नहीं हो सकतीं । आज आपके पास शक्ति है । उस शक्ति के बलबूते पर आप जो चाहे कर सकते हैं । लेकिन याद रखिये कि जिस जनता के हम प्रतिनिधि हैं वह इन बातों को अभी नहीं समझती है । लेकिन वह दिन आयेगा कि जनता इन बातों को समझेगी तो वह कहेगी कि आप कहते तो कुछ और हैं और यहां बैठ कर करते कुछ और हैं । आप देखें कि अगर एक चपरासी या चौकीदार या किसान और मजदूर तपेदिक से बीमार होता है तो उससे मुनाफा लेना कहां तक उचित है । अगर कोई बड़ा आदमी बीमार हो तो उससे अगर आप ३० रुपया भी ले लें उस पैनिसिलिन के जिसका दाम ३ आना है तो कोई बात नहीं क्योंकि वह तो दे सकता है । लेकिन एक गरीब ज्यादा दाम कैसे दे सकेगा ।

इसके बाद मैं अर्ज करूंगा खादी के बारे में । सरकार देश में खादी का ढिंढोरा पीटती है और गांधी जी का नाम लिया जाता है . . . .

उपाध्यक्ष महोदय : भारी उद्योग की बात कहिये ।

श्री बागड़ी : मैं भारी उद्योग के साथ खादी की बात भी कहना चाहता हूं । मैं कहता हूं कि खादी उद्योग को भी बड़ा उद्योग बनाओ ।

उपाध्यक्ष महोदय : खादी इसमें शामिल नहीं होती ।

श्री बागड़ी : शामिल कर लीजिये। खादी से डर लगता है तो जाने दो।

उपाध्यक्ष महोदय : नहीं नहीं।

श्री बागड़ी : मैं एक सजेशन रखता हूं कि जो ये बड़े कारखाने हैं वे ऐसे औजार बनावें जिनसे कि खादी का काम चल सके और देश के लाखों गरीब लोगों को काम मिल सके . . . .

Mr. Deputy-Speaker: Order, order. The hon. Member must speak about heavy industries; not about khadi.

श्री बागड़ी : बहुत अच्छा।

तो मैं अर्ज कर रहा था कि कितना करप्शन और भ्रष्टाचार चल रहा है इन बड़े उद्योगों के नाम पर। एक कारखाना बनाया जाता है, उसमें कुछ चीज बने या न बने लेकिन कुछ लोगों का मुनाफा बन जाता है। वहां पर परमिटों का सिस्टम चलता है, चादरों का, लोहे का और हर चीज का परमिट मिल जाता है। राम के युग में कहा जाता था कि :

राम नाम की लूट है लूटा जाये सो लूट,
अन्त काल पछतायेगा जब प्राण जायेंगे छूट।

आजकल बड़े उद्योगों में कहा जाता है

बड़ उद्योग के नाम में लूटा जाये सो लूट,
परमिट सिस्टम चला जायेगा फिर करोगे क्या।

तो यह उद्योग विपरीत तरह से चल रहे हैं, अगर इस देश को आगे बढ़ाना है और बचाना है तो आपको तीन बातों को लेकर चलना होगा।

(१) इस देश में जो प्राइवेट सेक्टर में सरमायदारों के कारखाने हैं उनको नेशनलाइज किया जाय क्योंकि ये हमारे कारखानों से बेजा कम्पिटीशन करते हैं। हमारे जो रिटायर्ड मैनेजर आदि होते हैं उनको अपने यहां रख लेते हैं और उनसे मिल कर करप्शन और भ्रष्टाचार चलाते हैं और हमारे कारखानों के माल के लिए मारकेट में कम्पिटीशन करते हैं। ऐसा न हो कि जो भयानक बादल आज छिपे हैं वे छा जायें और ये भारी उद्योग पूंजीवाद का रूप ले लें। अगर इस तरफ ध्यान न दिया गया तो देश में पूंजी वाद आ जायगा और जनता का समाजवाद से विश्वास हट जायेगा। यह चीज देश के लिए बड़ी हानिकर होगी और देश के अन्दर गलत नीति चल जायगी और देश तबाह हो जायगा। इसलिए अगर इस देश को तबाही से और कम्पिटीशन से बचाना है तो प्राइवेट कारखानों की नेशनलाइज करना चाहिए।

(२) इन कारखानों के अन्दर ऐसी मशीनें बनायी जाय जो कि छोटे छोटे उद्योगों को चला सकें, जो खादी बना सकें, चमड़े का सामान बना सकें, जिनसे गरीबों को काम मिल सके। इसी के साथ मैं कहना चाहता हूं कि गांधी जी के नाम पर बिड़ला भवन को एक्वायर करके वहां कोई अच्छा उद्योग खोल दिया जाय और उसको गांधी जी के नाम से चलाया जाय जिससे देश के लोगों का भला हो सके।

मैं यही चन्द चीजें आपकी खिदमत में अर्ज करना चाहता हूं।

Shri Man Sinh P. Patel (Mehsana): Mr. Deputy-Speaker, Sir, I have heard my hon. friend, Shri Morarka, and many other hon. friends giving long details of the achievements of the Ministry, the shortfall in the Ministry and likely anticipations in the Third Five Year Plan. Within the time likely to be available to me, I would like to confine myself to the organisational aspect of the Iron and Steel Controller at Calcutta and its despatches only.

As it is well said, whatever may be the production, when the production is under control and is to be distributed at far off places according to allotments, much depends on the

vigilance regarding the actual despatch so that whatever has been allotted to an area reaches it and the consumers derive satisfaction. As I know, allotments are made by the Iron and Steel Controller for a period ranging from a quarter of a year to a year in four instalments, but the despatches and the receipts being done by the respective areas are at a very late stage. Sometimes it is six, seven or eight months. Therefore the real purpose for which allotment of iron and steel is being made is never served and thereby the principle of control which is to serve the real consumers and to see that they get it at the fixed price suffers a lot and discontent arises.

It has been experienced by one and all that the despatch of iron and steel to the rural areas has two aspects. Normally, iron and steel is distributed for two purposes, agricultural and non-agricultural. When the non-agricultural quota is required in a particular season, it is never received in that season. When the agricultural quota is expected to be received from January to June or even in other instalments, it is also never received in right earnest. To our misfortune, repeated reminders to follow up the regular despatch of allotments made by the Steel Controller at Calcutta by the regional offices are not being properly attended to. I have had an occasion to work in the District Development Department. In spite of repeated reminders and explanations explaining the situation in a particular area that allotments of a particular period are still pending and additional allotments are being indented by the respective wholesale distributing agencies which are of a co-operative nature and whose money sometimes is also to be paid in advance, neither the actual allotments are received nor the complaints are properly attended to.

Not only that, I have in my hand a letter which I received very recently. The office at Calcutta is not courteous enough even to reply to the District Magistrate, who is in charge of the District, for a period of seven to eight months. In my District one District Sale and Purchase Co-operative Union is being recommended to be registered stockists for the wholesale indents on behalf of Government of any nature of iron, agricultural or non-agricultural. Correspondence is going on for the last two years and the last recommendation made by the District Magistrate is dated November 1961. It has been pursued by repeated references by me and by our Iron and Steel Controller at Ahmedabad also. To my surprise, so far even there is no acknowledgment to that correspondence and to those references. Therefore as the Iron and Steel Control Order is being administered and this matter is being pursued, there is a great discontent amongst the rural agricultural consumers. However small the quota might be and whatever may be the distribution system, at least the system should be perfect and explainable to the common people that there is no loophole. This is as far as that aspect is concerned.

Now I would like to say a few words regarding the quantum of allotment. I am not sure, but mostly it is on population basis Statewise. The quantum need not be on population basis but it may be according to the actual consumption or the nature of requirements in a particular region. In certain regions sheets, iron rods or other qualities may be required in a larger amount and in certain areas these may be required in smaller amounts. Whatever quantum is fixed at the Controller level as a whole should not be on population basis only but on the basis of consumption also.

We see that in Delhi or anywhere else corrugated sheets are available in the open market. There must be somewhere some loophole. Either through the registered stockists or

[Shri Man Singh P. Patel]

through the existing agencies of distribution, wherever it may be, this leakage is there and it is available to the other non-executing agencies etc. If our distribution is according to the consumption roughly in addition to the population basis it may be that this leakage and open market of certain controlled articles are not of a vast nature and our administration may not be misunderstood.

As far as the question of registration of stockists is concerned, my experience shows that these two private concerns, the Indian Iron Company and the Tata Iron and Steel Company are not registering new co-operative societies as stockists even though our annual reports do speak that there is an increase in the number of registration of stockists. Wherever a co-operative society comes forward for registration as stockists it should be preferred if all other conditions are fulfilled as required by the private sector or by the company. But registration should be preferred through a co-operative society if the other conditions are fulfilled.

As far as the target of the Third Plan is concerned, we here on our side, looking to the achievement of the Second Plan, feel a shadow of about that if the expectations are not reached there may be a further shortage, and an acute shortage, and the Steel Control Order, which is being retained since the last ten years, will still be required for a further period of five or ten years. And, as is normal, the rural area is averse to control—it may be of any nature. Even though the poor man might be getting an article at the controlled price, he gets it in such a sparse quantum that there is no satisfaction even to a person who is given, and to a person who is not given.

So, in order to achieve self-sufficiency, or to avoid a situation as occurred during the Second Plan when certain types of iron rods, sheets or wires were short-falling, the Ministry should see as far as our achievement in regard to those items in the Third Plan is concerned, that they reach a particular quantum when the control order does not require to be continued or pursued as happened before, whether in the matter of cement or foodgrains.

Dr. U. Misra (Jamshedpur): Mr. Deputy-Speaker, Sir, though I have got high hopes about our new Minister and the Ministry that has been formed, this report does not give me very much encouragement. Rather, it does not give a proper perspective of the development, so far as steel and heavy industries are concerned. It is very scrappily written, I regret to say. Even some geographical inaccuracies have not been checked up. For example, it is written "Gua region of Orissa", which is not correct. However, that is not a big point.

But what I mean to say is this. We are heading towards socialism. So we should fix up our policy to that effect. But what is happening is that by and by we are fattening the private sector at the expense of the public sector.

Take this Bolani Ores, where we have got a 50.5 per cent share. But who manages that? We do not manage it. It is left to the private sector to manage it.

Like this, in steel we have heard about the Bokaro plant. We have heard that it is possible to be set up. But even today we are reading in the newspapers that the "feasibilities are being enquired into". But last year, at about this time that is in April 1961, this House was informed by the hon. Minister of Steel that "the decision has now been formally taken and steps are going to be pushed ahead in respect of the project." And now we hear that "the feasibility and other things are being enquired into".

Why? Is it because some people do not want this? Here I would like to

quote the spokesman of Tatas, Sir Gandhi who said that our ten million ton steel project is a very ambitious one and therefore we should not do it. They were against it. Is it on account of that that we are dilly-dallying with this project?

We should be very firm about our policy. We should not merely indulge in slogan-mongering about socialism. We must be very firm in our policy and we should be very firm that steel and every heavy industry should go to the public sector, and it should go well.

Now, what have we done? Some hon. Members have criticised that we have not made any profits and we cannot make any profit. I have no doubt about it. I have no illusions that we will have profits from our public sector very soon.

If you take Tatas, they have made enough profits during the last ten or twelve years, because they have enjoyed a monopoly of it so long. We have given them profits after tax to the extent of 318 points in 1958 with 1950 index as 100—and they have made enormous amounts out of it running to some hundreds of crores of rupees. Tatas had for their plant a paid up capital of Rs. 10·47 crores in 1949. In 1960-61 they have got a paid up capital of Rs. 38·97 crores with a general reserve of Rs. 27·66 crores. The present gross block of Tatas comes to Rs. 185·52 crores. So we have fattened them.

And when the question of alloy steel comes, they also get their share. They have taken up a project for production of about 50,000 tons. Why? We give preference to Tatas, because they possess the technique and the know-how? But our ordnance factory, however small it may be, was also producing alloy steel up to the extent of 10,000 tons. Why was the whole thing given to Tatas?

Shri B. R. Bhagat: They have also been given; they are also producing.

Dr. U. Misra: They are also producing. But why should there be this division also? Why not we take the whole thing to our public sector? Then only we can proceed towards socialism.

I am sorry that I have not got much time at my disposal and therefore I will not be able to go into the details of the profits which Tatas have made, but we have fattened them enough. And fattened them at what cost? At the cost of the productivity of the workers. They have exploited the productivity of the workers with a workload to this extent that their profit, the index which was 100 in 1950 went up to 318 in 1958. This is the way in which the workers have been exploited with regard to their workload. As I said, I have no time; otherwise I would have gone into greater details. I will explain how much workload they have put. They have increased their plant to two million ton capacity, without increasing the labour force. I know, the hon. Ministers are smiling because they perhaps think that because I am a discharged worker from Tatas, I must be very sensitive about it. I am not. I am not speaking as a discharged worker of Tatas; I am speaking as a responsible Member of this House. Anyhow, we are fattening those people. And what are they doing? They are utilising this money in our politics and to build up a small empire. They are meddling with even the Congress groupings. If they do not want a group in the Ministry, they spend money just to oust it. If they want one, they spend enough money just to instal that. This is how they use the money.

Shri Sheo Narain (Bansi): There is no groupism in the Budget.

Dr. U. Misra: They use the money that they get against the interests of the country. (*Interruption*)

Mr. Deputy-Speaker: The discussion is not about Tatas.

An Hon. Member: How much are you using?

Dr. U. Misra: I will now come to the question of retention prices. Thirteen times, we have given them increases in the retention prices. That is how they have made profits. I will explain how these empires are being built. Zamindari is being abolished everywhere. That zamindari is being given to the Tatas where they can do anything.

I will say a few words about Rourkela. I am connected with Rourkela. We wish that this plant should run. There is somehow some idea in some quarters that because it is from West Germany, we do not help or we do not want it to be successful. It is odd to think like that. After all, we have paid; it is our money. It is our plant. So, we want to run it. If the Germans are not running it well, how is it that more Germans are being requisitioned and they are coming? It is better to do like Burma. I read it in the newspapers. They faced the same trouble. They pooled their own strength from other countries and they went ahead. We should take our own people in recruitment. We are short of engineers. We think we have no technicians and therefore, we should get from other countries. I will tell you one story. A man from Hindustan Steel went to England and recruited people. Two candidates were there. One was a European and the other was our own countryman. The European who was selected was working there under that Indian gentleman. Therefore, the Indian refused to accept the same pay. Later on, that Indian boy came here on a contract with four times the salary. That is how recruitment is made. We must find out our engineers working outside India and inside India and pool them and not depend upon these Tatas and other people, who do not want our projects to grow. I think there is something wrong in depending too much on these people.

I shall finish with one word. I hope and believe our policy should be firm to nationalise the whole of the steel industry. In respect of coal, we may think that the units are small and obsolete and it will not be easy to nationalise them. What about the steel industries? They are not obsolete; they are not small. Only if the whole of the steel industry is nationalised, our politics will be healthy, our industries will grow and we will be heading towards socialism.

Shri Subramanayam (Bellary): Mr. Deputy-Speaker, steel and heavy industries which we are discussing today constitute virtually the industrial revolution which we are seeing. There are many defects, no doubt. But, in the last ten years, we have seen this revolution silently and un-obtrusively overtaking this country. We are trying to concentrate in India, the progress of a century in Europe during the course of a decade. These steel plants, heavy machine-building, heavy electricals, heavy engineering machinery, nitrogenous fertilisers—each one of them is a substantial factor which would contribute towards our progress.

Take steel. Critisism has been made that the actual investment has gone far beyond the original estimates. That is true. It is also said that the income from this investment is also low. That is also true: about .3 per cent or .4 per cent. There have been short-falls also. I shall illustrate the short-falls. In 1960-61, the target of production for finished steel was 4.3 million tons, but the actual production is only 2.2 million tons. With regard to nitrogenous fertilisers, 290,000 tons was the target of production; actual production was 110,000 tons. With regard to phosphatic fertilisers, 120,000 tons was the target and 55,000 tons actual output. Something in textile machinery: Rs. 17 crores worth was expected; but actually only Rs. 9 crores was produced. Cement making machinery also: Rs. 2 crores worth was expected and the actual output was Rs. 6 crores. We

expect to achieve a stage when these industries would enable us to reach the self-sustaining staeg. That is, from the stage of designing, everything should be done by our technicians, our own personnel, our own engineers and we should be able to finance these projects also with our own resources. That is what is meant by self-sustaining stage. We hope to reach that stage. For that much leeway has to be made up. We should not leave any stone unturned.

Some hon. Members said that there should be no expansion taken up in the Third Plan until the targets of production have been realised. That is not a just nor a desirable proposition. There should be a sort of dovetailing. Actually, there is a time lag in designing, then in getting foreign collaboration and then in getting machinery. There is usually a delay of 18 to 24 months in getting machinery once an order is placed. Therefore, it is a continuous process. We should go on planning for the Third Plan and the Fourth Plan.

In the Third Plan it is proposed to have 10.2 million tons of steel ingots. Of these 7 million tons would be in the public sector and 3.2 million tons in the private sector. The reason which has impelled the starting of these industries has been the availability of raw materials and other technical advice has also been taken into consideration. There is a sort of a regional imbalance. It has to be made up. In the matter of starting pig iron plants, I suggest that this should be kept in view. The target of pig iron production for the Third Plan is 1.5 million tons. In the public sector, it would be 1 million tons and in the private sector .5 million tons has been reserved. Already for a capacity of 240,000 tons, licences have been given to two concerns. Each of them would be for 100,000 tons. Still, there is a gap to be covered. The Government, I understand, propose to license some more persons to cover up this gap. In this connection, I suggest this. In the Bellary district of Mysore State, there is iron ore of the most precious variety. We are now exporting millions of tons every year. Some Russian experts said that this ore is of the most precious variety in the world. There is a railway also which is undertaken to be opened from Salem to Bangalore. The Madras Government propose to put up a pig iron plant in Neyveli. I suggest that the wagons that go from Bellary may come back with lignite from Neyveli. Those beneficiated briquettes could help the starting of a pig iron plant at this end in the Bellary district of Mysore State and at that end in Salem. Electricity would also be available from the Sharavathi project. If possible, it may also be considered whether we could get Singareni coal.

16 hrs.

With regard to alloy steel, applications to produce nearly 261,000 tons have been sanctioned. Durgapur is manufacturing about 50,000 tons. The Tatas also have been given licence. In this context, I would say that the Mysore Government's proposal to set up an alloy steel plant for the manufacture of 15,000 tons per year of high grade steel bars is under consideration. I urge that this should be expedited because if such plants are installed in various parts of the country, we shall be able to overcome the transport bottle-necks. At present, we are facing bottle-necks everywhere, and it is not easily possible to send finished products from one region to another, or from one State to another. If such plants are established in various parts of the country, it would help also local consumption, and besides, the freight difficulties could be overcome, and the bottle-necks of transport also could be eliminated.

I shall say a word about the automobile industry. The Third Five Year Plan envisages the production of passenger cars of the order of 30,000, commercial vehicles of the order of 60,000 and jeeps and station wagons of the order of 10,000 and motor cycles etc. of the order of 60,000. By 1965-66 it is estimated that 85 per cent of the components could be had

[Shri Subaramanyam]

from this country. We shall be investing about Rs. 85 crores in this, and the foreign exchange involved would be of the order of Rs. 40 crores.

In this context, I would say that for the last five or six years, we have been trying to have a sort of small low priced car produced in this country. Licences were given, and opportunities were also given to the various industrial units, but they did not easily avail themselves of these opportunities for some reason or the other, and there has been a terrible time-lag. Still, we are trying to put it into the market. Even at the end of 1965-66, only 85 per cent of the components would be manufactured in this country. It is a sorry tale, but still we have to face facts as they are.

I would say a word now about the re-rolling mills. 100,000 to 150,000 tons of further capacity is to be created during the Third Five Year Plan. Also, applications for further capacity in small units in Assam, Bihar, Gujarat, Kerala, Madras, Andhra Pradesh, and Madhya Pradesh have been sanctioned. Again, for Mysore and Orissa, about 15,000 tons each have been proposed to be sanctioned. I request that Government should take an early decision on this matter.

Regarding the distribution of iron and steel, there is no doubt that there has been some liberalisation regarding this matter. Quotas are allotted only for thinner gauge sheets, wires, baling hoops and tin-plates, and the controlled stock-holders today get them. They are about 214 in number, and the registered stockholders are 1,903. I have seen in several taluks that the taluk multipurpose or service co-operative societies have not been granted licences. It has not been easy for them to get this iron and steel. I suggest that at the taluk leevl at least, all these service co-operative societies should be declared or should be registered as stock-holders, and they should be enabled to get their stock or allotment of iron and steel direct from the Controller of Iron and Steel without any difficulty, and the centralisation should be somewhat relaxed in this matter.

With regard to fertilisers, I must say a word. The increase in yields in agriculture depends, next to irrigation, mainly upon the use of fertilisers. We propose to attain a stage of self-sufficiency by the end of the Third Plan, that is, produce about 100 million tons. If we have to reach that target and get rid of these imports which we are having every year from the USA under the PL-480 arrangements and all those things, it is of the utmost importance that we should have these fertiliser plants as planned at present. Unfortunately, there has been a terrible delay even regarding this matter. The Sindri fertiliser factory in the public sector, and the private sector factory in Varanasi have not shown very prompt and expected results. There has been a delay of nearly 18 months with regard to their starting. The actual implementation of the three public sector plants at Neyveli, Nangal and Rourkela has also been delayed. Therefore, this seems to be the story of every fertiliser plant. There has been terrible delay. As I said, it is of the utmost importance that we should have these fertiliser plants as early as possible. By 1965-66, the demand is expected to reach one million tons of nitrogeneous fertilisers (in terms of nitrogen) besides phosphatic fertilisers to the extent of nearly 600,000 to 700,000 tons. In the public sector, over 729,000 tons are to be produced in terms of nitrogen. Then, as regards the private sector, applications from Madras, Madhya Pradesh, Andhra, Rajasthan, and West Bengal have been approved. It has been proposed that fertiliser factories should also be set up in Gujarat and Mysore. Only the details are being examined. I suggest that there should be no time lag in this matter. Since it is of

the utmost importance, I request the hon. Minister of Steel and Heavy Industries to take a personal interest in this matter. Sometimes, delay occurs even in the matter of acquisition of sites or lands for installing these plants, and these difficulties are all trotted out. Then, of course, there is also the difficulty of getting foreign exchange and so on. Therefore, I make a personal appeal to the hon. Minister to see that in the interests of the country, these fertiliser plants are set up as expeditiously as possible. Otherwise, there will be terrible difficulty in the matter of realising increase in agricultural production.

Mr. Deputy-Speaker: Is there any hon. Member from the Jan Sangh who wants to speak?

Shri Bade (Khargone): Shri Rameshwaranand wants to speak.

Mr. Deputy-Speaker: But he is not here at the moment.

Shri Bade: He has said that he wants to speak. He has gone out and he will be coming in a few minutes.

Shri D. C. Sharma: That means that the debate has collapsed, and you should call the hon. Minister to reply.

Shri Satya Narayan Sinha: We cannot wait for the hon. Member.

श्री मुंजनी (लोहरदगा) : उपाध्यक्ष महोदय, मैं सिर्फ इस लिये खड़ा हुआ हूं कि यह कहूं कि लोहा और इस्पात मंत्रालय को १३५ करोड़ रु० देना गलत होगा । तजुर्बे से देखा गया है कि जो भी व्यय होता है वह इस ढंग से खर्च होता है कि सारा रुपया बेकार बरबाद हो जाता है । मैं सारी बातें न कह कर सिर्फ इतना ही बतलाना चाहता हूं, नक्शा खींचना चाहता हूं, कि मांग नं० ८६, ८७ और १३५ के सम्बन्ध में क्या गलती हो सकती है ।

मुझे एक कारखानों के शहर में रहने का अवसर हुआ । मैं रूरकेला में छ: वर्ष रहा था और बहुत नजदीक से जानता हूं कि यह शहर कैसे बढ़ा और यहां कैसे कैसे नुक्स कारखाने में होते हैं । मैं चार दिन पहले रूरकेला गया था और वहां देखा कि जो मकान या क्वार्टर मजदूरों के लिये बने हैं उन में दरार पड़ती जा रही है । मकान फट रहे हैं । इस की वजह हमारे मंत्री शायद जानते होंगे कि टेन्डर तो दिये गये थे सीमेन्ट के साथ इंट जोड़ने के लिये लेकिन चल कर देखिये कि वहां पर चीप टाइप के क्वार्टर जो मजदूर के लिये बनाये गये उन का क्या हाल है । पहली बात तो यह कि मजदूरों के लिये वे क्वार्टर बने फिर चीप टाइप के क्वार्टर बने और उस के बाद उन चीप टाइप क्वार्टरों में इंटों को मिट्टी से जोड़ कर सीमेंट का पलस्तर देते हैं । नतीजा यह है कि सैकड़ों मकान फट रहे हैं । मेरी समझ में नहीं आता है कि किस तरह की उन की प्लैनिंग थी और किस तरह के इंजीनियर थे जो इस तरह का नुक्स पैदा हो गया । यहां तो अंग्रेजी में बतलाया जाता है कि :

"Hindustan Steel have the services of experienced architects and town planners".

कहते तो इस तरह से हैं लेकिन जोड़ा मिट्टी से जाता है और हजारों रुपये बरबाद करते हैं उन गरीबों के और उन लोगों के जिन से गला दबोच कर टैक्स लिया जाता है ।

मंत्री महोदय को यह मालूम होना चाहिए कि रूरकेला टाउनशिप के सैक्टर नम्बर १६ और २० में मजदूरों के लिए जो क्वार्टर्स बने हैं वह धंसने को हैं और उन मकानों में दरारें पड़ गयी हैं ।

ब्लूमिंग मिल और स्लैबिंग मिल में कई दफे बेकडाउन हुआ था और उस के फलस्वरूप कई बार समिति बनाई गई लेकिन हमें पता नहीं कि उस का क्या परिणाम हुआ और क्या तबदीली वे करने जा रहे हैं । हम ने देखा कि जो वहां पर फरनेसेज बड़े बड़े चुल्हे बनाये गये थे उनमें दरारें पड़ गयी हैं और वह चूले धंस

[श्री मुंजनी]

गये और उन्होंने उन घिसे हुए चूल्हों को जल्दी से गुड्स ट्रेन पर लाद कर बाहर दूर फेंक दिया और नये चूल्हे बनाने का इंतजाम किया गया।

तो मैं कहना चाह रहा था कि बड़े बड़े प्लानर्स हैं और बड़े बड़े कारखाने बने और बहुत रुपया खर्च हुआ लेकिन स्थानीय परिस्थिति को ये बड़े बड़े इंजिनियर और प्लानर नहीं देख सके। इस कारखाने के बीच में एक पहाड़ पूरब से पश्चिम जाता है और उत्तर दिशा की जो मिट्टी है वह कुछ सख्त है और दक्षिण दिशा की जो मिट्टी है वह नगड़ा मिट्टी है जो बार बार फटती रहती है। मौसम बदलता है तो यह मिट्टी फटती है और मिट्टी के साथ बड़े बड़े घर जो बने हुए हैं वे भी फटते हैं और हमने देखा कि कारखाने के जो मकान बनाए गए थे वे फटे और बेकार हो गए और लाखों रुपए का घाटा हुआ। तो क्या हम करोड़ों रुपया प्लानिंग के लिए देते रहेंगे और इस तरह का प्लानिंग होता रहेगा। उत्तर दिशा में कारखाना बनना चाहिए था और दक्षिण दिशा में मकानात बनने चाहिए थे।

तो इस तरह तो इंजिनियर लोग काम करते हैं और मंत्री महोदय जो वहां जमीन लेते हैं वह कितनी जबरदस्ती से लेते हैं। और कितने दिनों में जमीन एक्वायर करते हैं और कैसी जमीन एक्वायर करते हैं यह देखने के लायक है। रूरकेला में ९३ गांव लेने का नोटिस दिया गया फिर ६० गांव लेने की बात कही गयी। कुछ जमीन ऐसी ली गयी है जिसका कोई काम नहीं है लेकिन उसका पैसा देना है। उस जमीन के लिए नोटिस दिया गया, वह एक्वायर की गयी और वह बेकार पड़ी है। हमारे माननीय जयपाल सिंह जी ने भी कहा था कि जबरदस्ती करके जमीन एक्वायर की जाती है लेकिन उससे फायदा नहीं उठाया जाता। अगर कोई मस्जिद या मन्दिर बनवाने के लिए जमीन चाहे तो कम्पनी ४०,००० रुपए एकड़ लेती है और गांव के बाशिन्दों से कितने में ली जाती है? कभी तो ६०० रुपए एकड़ की बात कही गयी और कभी ६००० रुपए एकड़ की बात कही गयी। अब क्या तै हुआ है यह किसी को पता नहीं। सरकार का गांव के बाशिन्दों को अभी रुपया देना बाकी है। यह मालूम नहीं कि यह पैसा काम में आवेगा या बरबाद होगा।

जितनी देर में कारखाना बनता है और जो जमीन खरीदने के झड़चनें आती हैं और स्थानीय परिस्थिति को न समझने के कारण रोजाना लाखों रुपए का घाटा होता है।

इतना ही नहीं। सरकार के जो वहां स्थानीय अफसर रखे जाते हैं वह कैसे काम करते हैं हमें पता नहीं। वह काफी रुपया सरकार का कचहरियों में खर्च करते हैं। गांवों के लोगों से जमीन लेने में और मजदूरों से छोटे छोटे झगड़ों में वह कचहरियों में जाते हैं और सरकारी रुपया खर्च करते हैं। ऐसा भी हुआ कि कम्पनी के अफसरों ने गिरजाघर ढहा दिया। उसका हरजाना देना होगा। गिरजाघर बना के देना होगा। नेहरू जी जब रूरकेला गए थे उन्होंने कहा था कि सरकार गिरजाघर बनाकर देगी यह पैसा तो सपकार का जाएगा। तो क्या इस तरह से हम अफसरों की गलतियों के लिए पैसा देते रहेंगे?

दूसरे जिन लड़कों को ट्रेनिंग दी जाती है कारखाना चलाने के लिए, स्किल्ड लेबर के नाम पर, क्या उनको वहां नौकरी देने की सुविधा है? आपने उन पर खर्च किया है। क्या उनका बन्धन का समय बीत जाने पर वे वहां से काम छोड़ कर दूसरी जगह न जा सकेंगे? इस तरह की जो झड़चनें अडमिनिस्ट्रेशन को चलाने में हैं उनको मंत्रिमंडल देखे और उसका सुधार करे।

हमने देखा कि बोर्ड आफ डाइरेक्टर जिस कम्पनी को चलाने के लिए है उसमें तीन जनरल मैनेजर हैं जो कारखाने में काम करते

हैं । ऐसे लोगों को डाइरेक्टोरेट में न रखा जाए । उसमें ऐसे लोग रखे जाएं जिनको बिजनेस का अन्दाजा हो और यह नहीं कि जो लोग दफ्तर और एडमिनिस्ट्रेशन को चलावें वे ही बोर्ड आफ डाइरेक्टर्स में रह । हमने पबलिक सेक्टर में जो कारखाने बनाए हैं वे मुनाफे के लिए बनाए हैं, इसलिए हमको इस तरह का परसोनल डाइरेक्टोरेट में रखना चाहिए जिससे घाटा न हो और प्रोडक्शन जो कम होता है वह कम न हो ।

प्रोडक्शन के लिए बहुत से फिगर दिए गए । आप देखें कि पिग आयरन रूरकेला में सन् १९६० में १ लाख ८६ हजार मिट्रिक टन पदा हुआ था, लेकिन सन् १९६१ में उसका उत्पादन १ लाख मैट्रिक टन ही रह गया । फिनिश्ड स्टील को देखा जाए । रूरकेला में भिलाई से आधे से भी कम रहा । तो पैदावार देखने से मालूम होता है कि साल साल कम होती जा रही है और हम लोग ज्यादा पैसा देते जाते हैं । इसलिए मेरे ख्याल में होना यह चाहिए कि डिमांड नम्बर ८६, ८७ और १३५ के लिए केवल सौ रूपए ही दिया जाए ।

श्री रामेश्वरानन्द (करनाल) : ओ३म् बात वेद से सुनवाम सोम मरातीयतो निदहाति वेदं सनः पर्षदति दुर्गाणि विश्वा नावेवसिन्धुं दरितात्यग्नि :

श्रीमान उपाध्यक्ष महोदय, देश का उत्थान कल कारखानों से होगा यह निर्विवाद बात है क्योंकि जब शिल्प की उन्नति होती है, जहां देश का उत्थान होता है वहां देश की सब वस्तु काम आती है और लाखों करोड़ों व्यक्तियों को काम मिलता है । आज मेरे देश में बेकारी बढ़ी हुई है । उसका सर्वोत्तम उपाय उत्तम प्रकार की रसायनशालाएं और विज्ञान-शालाएं खोलना है । उनसे देश का उत्थान होगा । परन्तु मैं इस बात को मानने को तैयार नहीं हूं कि सरकार स्वयं बड़े बड़े कारखाने खोले । जो काम केवल नौकरों का होता है वह छोटा हो या बड़ा ही कभी पूरा नहीं होता है । आज सारे विभागों में जो रोना पड़ा है वह रोना इसीलिए पड़ा हुआ है कि सारा काम केवल वेतनिक नौकरों से चलाया जा रहा है । सरकार यदि वास्तव में देश का उत्थान करना चाहती है तो उसको उन लोगों को जिनको कि लोहे लकड़ी आदि वैज्ञानिक कार्यों का अनुभव है सहायता देनी चाहिए । यदि सरकार उन अनुभवी लोगों को सहयोग और सहायता दे जैसे कि लोहे का कोई काम करने वाला है उसको यदि सरकार सहायता देती है तो जो काम सरकार के द्वारा चलाये जाने वाले कारखानों में १००० रुपये से होगा वही काम वह १०० रुपये में कर के दिखा सकेंगे क्योंकि उसको उस चीज का अनुभव प्राप्त है । वह वस्तु जो कि सरकार द्वारा चलाये गये कारखाने में अधिक लागत पर बनेंगी उसको अनुभवी व्यक्ति स्वयं कम लागत में तैयार कर के रख देगा । एक स्वाभाविक बात यह भी है कि जिस का लाभ व्यक्ति को स्वयं पहुंचता है उस काम को व्यक्ति बहुत अधिक चाव से करता है । इस के विपरीत सरकार द्वारा संचालित कारखानों में वैतनिक कर्मचारी एक सरकारी ड्यूटी की दृष्टि से काम करते हैं और एक नियत समय के अंदर ही काम करते हैं । लेकिन जिन के अपने हाथ के कल कारखाने हैं वे उन्हें अपना समझ कर अधिक से अधिक समय काम करते हैं और बहुत अच्छे प्रकार से करते हैं ।

एक दूसरी बात जिसकी कि ओर मैं सदन का ध्यान आकृष्ट करना चहता हूं वह यह है कि सरकार द्वारा जो कल कारखाने खोले जा रहे हैं और विशाल नगरों को और अधिक विशालकाय बनाया जा रहा है इस से ग्रामों की अवस्था और दयनीय हो गयी है । गांवों में चूंकि उद्योग धंधे सुलभ नहीं होते इसलिए ग्रामीण जनता विशालकाय नगरों की तरफ दौड़ रही है । नगरों में हम उनके आवास और खान-पान आदि का प्रबन्ध नहीं कर सकते हैं । मेरा तो कहना यह है कि यदि सरकार इस प्रकार

[श्री रामेश्वरानन्द]

के कारखाने खोलती भी है तो जो छोटे मोटे अविकसित नगर हैं उन में इन को खोलना चाहिए । वहां पर इसके लिए आपको सहस्त्रों बीघा जमीन वैसी ही पड़ी मिल सकती है जो कि कृषि योग्य भूमि नहीं है ।

उदाहरण के लिए मैं आपको बतलाऊं कि हमारे करनाल जिले में इन्द्री कस्बा है । किसी युग में वह पड़ा समृद्ध होता था लेकिन आज के युग में वहां की हालत यह है कि हजारों बीघा जमीन बेकार पड़ी हुई है । कस्बे के लोग शहर की ओर भाग रहे हैं क्योंकि वहां पर कुछ काम काज नहीं है । यदि ऐसे स्थानों पर जहां कि काफी गैर कृषि योग्य भूमि पड़ी है, यह कल कारखाने खोले जायें तो उन कस्बों की जनता को वहां पर काम काज मिल सकता है और काम काज के अभाव में आज विशालकाय नगरों की ओर उन के भागने से जो सरकार के लिए आवास और खान पान का एक सिरदर्द हो जाता है वह भी हलका हो सकता है । इस के अलावा शहरों में जैसी महंगाई चलती है उस को देखते हुए वे हमारे ग्रामीण भाई चाहे कितना ही पैसा क्यों न कमा लें, बड़े बड़े शहरों की जैसी महंगी जिन्दगी है वहां पर किसी के भी पास पैसा नहीं रह सकता है । इस के विपरीत छोटे नगरों और कस्बों में वे उस से आधे पैसों में भी अपना जीवन अच्छी तरह व्यतीत कर सकते हैं । इसलिए मेरा सरकार को सुझाव है कि यह कल कारखाने छोटे छोटे कस्बों में खोले जायें और वहां पर पुराने युग के जो शिल्पकार हैं और अनपढ़ विश्वकर्मा इस देश के हैं उन से काम लिया जाय उन का सहयोग इस के लिये प्राप्त किया जाय तो मैं अनुभव की दृष्टि से यह बात कहता हूं कि काम अधिक अच्छी तरह से और सस्ते में होगा । स्पष्ट बात है कि एक अनपढ़ व्यक्ति जिस के कि घर में लोहे, लकड़ी का काम होता है वह बिना पढ़े बहुत सारी बातें जानता है लेकिन इस के विरुद्ध दिल्ली में लाला जी का बालक इंजीनियरिंग पास कर लेता है लेकिन चूंकि उस को प्रैक्टिकल अनुभव नहीं होता है इसलिए उस को उस ग्रामीण व्यक्ति के बालक की अपेक्षा कम अनुभव और जानकारी होगी । इसलिए आवश्यकता आज इस बात की है कि जो छोटे छोटे काम करते हैं उन को ही सरकार सहायता व प्रोत्साहन दे और छोटे छोटे अविकसित नगरों और कस्बों में यह सरकारी कल कारखाने खुलें ।

दिल्ली आदि शहरों में सरकार द्वारा कल, कारखाने खोलने की योजना बनाई जा रही है । एक तरफ तो सरकार चिल्लाती है कि देश की खाद्य समस्या अभी तक हल नहीं हो पाई है लेकिन दूसरी तरफ वह कृषि योग्य भूमि पर कल कारखाने खोलती जा रही है और आबादी का यह हाल है कि बरसाती मच्छरों की तरह निरन्तर बढ़ती ही चली जा रही है । अब जमीन कोई रबड़ तो है नहीं जोकि बढ़ती चली जायगी । इसलिए यह और भी जरूरी हो जाता है कि यह कल कारखाने गैर कृषि योग्य भूमि पर बनाये जायें, जो छोटे छोटे पहाड़ हैं वहां पर बनाये जायें । गुड़गांव के पहाड़ों पर या राजस्थान के कम उन्नत पहाड़ी स्थानों पर यह कारखाने यदि खोले जायेंगे तो पहाड़ी जनता को और पहाड़ों की आसपास की जनता को जो भूखों मरती हैं और जिन के कि पास रहने को झोंपड़ा भी नहीं है और खाने को रोटी भी नहीं मिलती है, उन को सहारा मिल सकेगा और वह अच्छे प्रकार से अपना जीवन व्यतीत कर सकेंगे । यदि आप को देश को समृद्ध बनाना है तो आप को कृषि योग्य भूमि और नीची भूमि पर यह कारखाने नहीं बनाने चाहियें क्योंकि अगर आप ने

ऐसा नहीं किया तो आप देश की खाने की आवश्यकता को पूरा न कर सकेंगे, खाद्यान्न के सम्बन्ध में देश को आत्मनिर्भर नहीं बना सकेंगे और आप को या तो कहीं बाहर से अनाज मंगवाना पड़ेगा या फिर कोई वैज्ञानिक आविष्कार करना पड़ेगा कि जिस से आप का काम चल सके ।

आज देश की निर्धनता हम एक जगह इकट्ठे हो कर दूर नहीं कर सकते हैं । यह दुर्भाग्य का विषय है कि आज इस प्रकार के यत्न हो रहे हैं कि बड़े बड़े विशालकाय नगरों को और विशाल बनाया जाय । मेरे शरीर के यदि सब अंग ठीक ठाक रहते हैं तो मेरा शरीर स्वस्थ समझा जायगा लेकिन यदि उस का कोई भाग मोटा हो जाता है, पतला हो जाता है अथवा सूख जाता है तो यह माना जायगा कि मेरा शरीर अस्वस्थ है ।

पहले भारतवर्ष में विशालकाय नगर नहीं होते थे और छोटे छोटे नगरों में ही सब प्रकार के उद्योग धंधे होते थे । उदाहरणस्वरूप गांव में तेल का धंधा करने वाले तेली होते थे और लोगों को शुद्ध तेल और खली मिल जाया करती थी । इस के साथ ही गांवों में ही लोगों को इस तौर पर कामकाज मिल जाया करता था और बिना बड़ी मेहनत के काम चल सकता था । एक ओर तो सरकार यह कल कारखाने खोल कर देश को समृद्ध बनाना चाहती है लेकिन दूसरी ओर गांवों में जो छोटे मोटे उद्योग धंधे तेल आदि के पहले होते थे उन को भी चौपट किया जा रहा है और समाप्त किया जा रहा है । मेरी बुद्धि इस को नहीं मानती कि हम देश को विकास पथ पर ले जा रहे हैं देश को विकास की ओर ले जाना है तो आप पीछे की ओर भी देखिये । किस प्रकार से पिछले लोग देश को बढ़ा रहे थे यह भी आप को देखना होगा । प्रत्येक गांव में सभी जातियों और वर्गों के लोग परस्पर मिल कर रहते थे और उद्योग धंधे चलाते थे और सारी आवश्यक

16.27 hrs.

[MR. SPEAKER *in the Chair*].

चीजें वहीं गांव में पैदा कर लिया करते थे । लेकिन आज हालत यह हो गई है कि अगर किसी ने बढ़िया टाइप का जूता पहनना है तो वह शहर की ओर भागता है क्योंकि गांव में इस प्रकार के साधान नहीं हैं जिससे कि गांव का चमार उस प्रकार का जूता तैयार कर सके । साधन के अभाव के कारण गांव का लुहार उस प्रकार की वस्तुएं नहीं बना पाता जैसी कि शहरों के बड़े बड़े कारखानों में तैयार होती हैं । लेकिन यदि उस बेचारे गांव के लुहार को आप आवश्यक साधन सुलभ कर दें तो वह वही वस्तु जो कि शहर में सरकार के कारखाने में १००० रुपये में तैयार होगी उसे १०० रुपये में तैयार करके दे सकता है । इसलिए सरकार जहां कल कारखाने खोलने की सोचती है वहां गांवों के उन पुराने और अनपढ़ लुहार और बढ़ई विश्वकर्माओं को यदि वह आवश्यक सामान सुलभ करे और उनको प्रोत्साहन दे तो वह इस देश की अधिकाधिक आवश्यक वस्तुएं तैयार कर सकते हैं । लेकिन हमारी सरकार उनकी बात नहीं पूछती है । हमारे मंत्री महोदय को तो पुराने युग की बात यदि कही जाय तो वह जिस तरह से बिच्छू का जहर शरीर में एकदम से दौड़ जाता है उसी तरह से पुरानी बातें सुन कर उनके शरीर में जहर चढ़ जाता है । यह बाबा तो पुराने समय की बातें करता है, ऐसा समझ कर उसकी ओर उपेक्षा बर्तते हैं । लेकिन मैं अपने मंत्री महोदय को यह बतलाना चाहता हूं कि पुराने समय में जो छोटी छोटी जगहों में बड़ी बड़ी चीजें तैयार होती थीं उनको यही पुराने युग के विश्वकर्मा तैयार किया करते थे । आज हमने उन विश्वकर्माओं को दृष्टि से ओझल कर दिया है । देश में पढ़े लिखे और नवीन विश्वकर्मा बनें, या लम्ब-चौड़े विशालकाय कारखाने खुलें, मैं इसका विरोधी नहीं हूं । लेकिन इस बात का मैं

[श्री रामेश्वरानन्द]

अवश्य विरोधी हूं कि उन पुराने युग के लोगों को दृष्टि से ओझल कर दिया जाये, जो कि नवीन युग की चीजें भी अधिक से अधिक दे सकते हैं। उनको दृष्टि से ओझल करने के परिणामस्वरूप हमारे सामने कई समस्यायें खड़ी हो जाती हैं।

आज यदि हम उनलो गों की तरफ ध्यान नहीं देते, तो वे बेकार हो जाते हैं। सरकार तो उन पढ़े-लिखे को ही बेकारसमझती है, जोकि उसके यहां आकर नाम लिखाते हैं और कहते हैं कि हम नौकरी चाहते हैं। किन्तु मैं आपको बताना चाहता हूं कि आज देश में ऐसे करोड़ों आदमी बैठे हुए हैं, जो बेचारे सरकार के सामने बोलना नहीं जानते, जो मूक हैं, जो हाथ से काम करना चाहते हैं। उनको सरकार बेकार नहीं समझती और उनकी ओर दृष्टिपात नहीं करती। मैं नम्रता से आपका ध्यान उन बेचारे ऊंचे से ऊंचे इंजी.नयरों और विश्वकर्माओं की ओर आकृष्ट करना चाहता हूं, जिनके पास कोई बड़े साधन नहीं हैं और जो इस कारण अच्छी से अच्छी वस्तुएं बना कर नहीं दे सकते। मैं आपको यह घोषणापूर्वक कहूंगा कि यदि मैं सरकार उनको साधन दे, तो वे अपनी छोटी भट्टियों में भी बड़ी बड़ी और ऊंची से ऊंची वस्तुएं बना कर दे सकते हैं। इस लिए मैं आपसे निवेदन करूंगा कि आप इस विषय सरकार को हमारी ओर से परामर्श दें और सरकार के मंत्री महोदय को कहें कि वे उन लोगों की ओर भी ध्यान दें। मैं सरकार के मंत्री महोदय पर आक्षेप नहीं करता। यदि वह कहीं किसी पुराने विश्वकर्मा कुल के होते, तो वे मेरी बात को बहुत जल्दी अच्छी तरह से समझ सकते थे।

एक माननीय सदस्य : शर्मा जी तो समझ रहे हैं।

श्री रामेश्वरानन्द : शर्मा जी तो ब्राह्मण हैं। ब्राह्मण का तो ज्ञान और विज्ञान कर्तव्य है। "ज्ञान विज्ञान मास्तिक्यं ब्रह्म-कर्म स्वभाव जम्"। ब्राह्मण तभी बनता था, जब कि उसको विज्ञान आता था। बिना विज्ञान के ब्राह्मण बनता ही नहीं था। इस-लिए अगर शर्मा जी न समझें, तो क्या वर्मा जी समझेंगे, या गप्ता जी समझेंगे? शर्मा जी का तो समझना अनिवार्य है। मैं चाहता हूं कि विज्ञान-शालाएं खुलें।

इसी तरह से मैं और सुझाव देना चाहता हूं। मैं पहले ही स्पष्ट कर दूं कि मैं अन्य प्रान्तों का विरोध नहीं करता हूं। अन्य प्रान्तो में भी इस प्रकार के इंजीनियर और विश्वकर्मा बैठे है। किन्तु पंजाब में विश्वकर्मा अधिक से अधिक मिल सकेंगे। सरकार पंजाब में छोटे छोटे उद्योग धन्धों की भी व्यवस्था करे और बड़ी बड़ी मशीनें भी बनवाए, लेकिन वह छोटे छोटे विश्व-कर्माओं के हितों का भी ध्यान रखे और उनसे इस विषय में सहयोग ले। यदि वह यह काम पंजाब के लोगों से करवाएं, तो इसमें बहुत जल्दी सफलता मिल सकती है। आप देश के कोने कोने में जाकर देखिये। आपको इस प्रकार के कल-कारखानों के मालिक और उन कल-कारखानों में काम करने वाले अधिक से अधिक पंजाबी ही मिल सकते हैं। मैं इस विषय में कोई अति-शयोक्ति से काम नहीं ले रहा हूं। सरकार स्वयं अपने साधनों से इस बात की जांच करके वास्तविक स्थिति को जान सकती है। इस-लिए सरकार पंजाब में इस प्रकार की सुविधाएं दे और पंजाब के लोगों को आगे लाने का यत्न करे। कोई माननीय सदस्य मेरी इस बात का यह अर्थ न लगाएं कि दूसरे प्रान्तों में इस प्रकार की सुविधायें उपलब्ध किये जाने अथवा वहां के लोगों को अवसर देने के विरुद्ध हूं। मेरा कहना तो यह है कि और प्रान्तों को भी आगे लाया जाए, लेकिन पंजाबी अधिक से अधिक मिल सकते हैं और वे मेहनती आदमी हैं। वे थोड़े से थोड़े में काम कर सकते हैं।

यदि सरकार इतने काम कर पाई, तो उसके बहुत सारे सिर-दर्द जो आज उसके सिर पर चढ़े हुए हैं, हल हो सकते हैं। इन सुझावों को कार्यान्वित करने से विशालकाय नगर नहीं बनेंगे और उन नगरों में सरकार को आवास की व्यवस्था नहीं करनी पड़ेगी, लोगों को रोजगार दिलाने के लिए बड़े यत्न नहीं करने पड़ेंगे, कृषि-योग्य भूमि को इस तरह से कुचलने के लिए किसानों को भूमि नहीं लेनी पड़ेगी। आज सरकार के हाथों में डंडा है। अभी एक माननीय सदस्य कह रहे थे कि किसानों से भूमि बलात् ली जा रही है। वह टके में ले ली जाती है और आगे लाखों में बेची जाती है। अगर सरकार चाहती है कि किसान का भी विकास हो, तो जिस कीमत पर किसान से भूमि ली गई है, उसी कीमत पर वह क्यों नहीं बेची जाये, या जिस कीमत पर कारखाने वाले भूमि बेचते हैं, वह कीमत किसानों को भी क्यों न दी जाये। इसका नाम तो न्याय है। लेकिन सरकार इधर ध्यान नहीं देती। मेरे जैसी सीधे-सादे, बिना डिजाइन के व्यक्ति की बात सरकार की समझ में नहीं आती। वह तो किसी और ही डिजाइन के आदमियों की बात को समझती है। अगर कोई मेरे जैसी सीधी भाषा में कहे, तो उसकी बात सरकार की समझ में नहीं आती। जब तक कोई पूर्ण घुटी-घुटा इंगलिश न बोले और पाश्चात्य संस्कृति की चमक से चमत्कृत न हो, तब तक सरकार को समझ में नहीं आती है। उनके दिमाग में यह बात आई हुई है कि यह बेचारा बे डिजाइन का आदमी क्या जाने। ठीक है, बे डिजाइन का आदमी सरकार को पसन्द नहीं है, परन्तु मेरे कपड़े भी वही काम करते हैं, जो कि उनके डिजाइन वाले करते हैं। यह बात उसकी समझ में नहीं आ सकती है। क्यों? सब बातें सबकी समझ में नहीं आती हैं। जब कोई व्यक्ति मलेरिया में बीमार होता है, तो उसको रोटी और पानी कड़वे मालूम होते हैं। कोई वैद्य या डाक्टर उसके सामने यह साबित नहीं कर सकता क वह पानी मीठा है। अगर हम उस पानी को पीते हैं, तो वह मीठा है, लेकिन मलेरिया के रोगी को वही पानी कड़वा मालूम होता है और वह उसको कड़वा बताता है। इसी प्रकार पीलिया के रोगी को सब पीला ही पीला दिखाई देता है। मैं चाहता हूं कि सरकार का पीलिया हटे और वह सीधे-सादे लोगों की बात पर भी ध्यान दे। वह सब लोगों से —हम से भी—पूछे कि किस तरह से देश समृद्ध हो सकता है। यह नहीं कि टोपी वालों से कान में बात करके पूछ लिया जाये। उनका ही ज्यादा दिमाग नहीं है। हम लोग कहीं पागल नहीं बैठे हुए हैं। हम लोग पांच पांच लाख की राय लेकर आए हुए हैं।

ओ३म् शान्ति।

Shri S. M. Banerjee (Kanpur): Sir, I will confine myself to the various cut motions, Nos. 23 to 28. First of all I will refer to the retention price of steel. I would like to know when a final decision is to be taken on this. I have an impression that there is terrible pressure from the private sector, especially from TISCO and IISCO and that is one of the reasons why the thing has been abnormally delayed. I would request the hon. Minister to take a final decision at the earliest opportunity.

My hon. friend Shri Daji spoke at length about the working of the steel plants. Rourkela has become a trouble spot and it is for the hon. Minister to see whether things could be set right and set in motion there. The difficulty there is the approach of the foreigners towards Indians; it is something which excites more horror than pity. That is the main reason why even though the Indian experts can give their best in the working of the steel plant are not giving their best. The industrial workers, technicians and artisans cannot do anything better because in that particular steel-plant labour legislation has no meaning. I have been told several times

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in the House and outside in the consultative Committee meetings that efforts were being made to see that labour legislation is implemented in all the steel plants, including Rourkela. The report submitted by the Labour Minister of Orissa and the Labour Commissioner of Orissa clearly shows that all the labour laws which ought to be implemented are being flouted. I would request the hon. Minister through you to see that special attention is paid to the working of the Rourkela steel plant.

About the Durgapur plant, I do not know whether the foundation is still shaky or something of that sort. I hope that the foundation is sound. As far as Bhilai is concerned, I must only say that there also certain labour laws have not been implemented. It is a pity that in this country, the public sector which is supposed to be a model employer has not implemented either the production committee or the provisions of the various laws; it has not implemented measures like the safety committee and the works committee. It is high time that in the larger interests of the country and in the larger interests of the expansion of the public sector projects we had joint consultative committees in these steel plants. It is not necessary but essential to have such committees.

The question now arises about the Heavy Electricals, Bhopal. I am thankful to the hon. Minister for giving me and the representatives of the Heavy Electricals Servants' Union some time, and I am really thankful to him for giving us a patient hearing. But what happened? You remember that on the 12th March, an agreement was signed between the representatives of the Union and the Chairman of the Corporation, and the strike was withdrawn. A Production Fortnight was observed by the workers and it is true as hon. Minister admitted, production went up. I do not say whatever was the total loss due to the strike was compensated, but a good portion of it was compensated by observing the Production Fortnight. After that, some of the representatives of the Union came all the way from Bhopal and met the hon. Minister and also the Labour Minister. They expressed their difficulty. The Minister gave them a patient hearing but unfortunately the moment they reached the destination, Bhopal, chargesheets and show cause notices were handed over to them, asking why their service should not be terminated. Their services are likely to be terminated. I am rudely shocked if this is going to be the industrial relations in the Heavy Electricals in Bhopal. I do not know how such relations could serve best the country and help the growth of the public sector projects which, according to the Prime Minister, are places of pilgrimage.

I would request the hon. Minister to take up this question of industrial relations, especially this particular question of 21 artisans and the Union office-bearers. It is surprising that in this particular project, the Chairman of the Corporation wanted to withdraw the cases from the industrial court. He said after the withdrawal of the strike that no action should be taken against these boys in accordance with the provisions of the Madhya Pradesh Industrial Relations Act. But it is strange that the judge of the tribunal said, "Nothing doing. I know the notices have been withdrawn, but I am going to proceed in this fashion." This is something new and never in the history of the trade union movement have I come across such a case or such a stricture passed by an eminent judge of a tribunal. The district authorities said that they would withdraw all the criminal prosecution cases where charges had been levelled against the boys as a gesture of goodwill and to maintain good industrial relations. But unforunately these cases have not been withdrawn. I would only request the hon. Minister to consider this matter, namely,

whether the dismissal or discharge or removal from service of these boys would establish industrial peace or not. If it would establish industrial peace, then I will ask those boys to sacrifice in the larger interests of the country, but if it can aggravate matters, if it aggravates the situation, and if the situation takes a serious turn, what will happen?

The greatest tragedy in this particular case is that they withdrew the strike at the Prime Minister's instance. The Prime Minister was extremely busy in those days and he sent a message to the president of the union, and the Principal Private Secretary to the Prime Minister promised that they are not going to be victimised. Unfortunately, despite the assurance, there has been victimisation, and victimisation is further to take place. I request the hon. Minister to consider this matter and not to depend much on the group of pensioners in charge of the public sector project, namely the Heavy Electricals, at Bhopal. After the Heavy Electrical, Bhopal, there is going to be another heavy electrical plant in Rishikesh. An agreement has been signed with Soviet experts. I am happy that all these heavy electrical plants will become national assets and these boys trained in Bhopal are going to run the plant at Rishikesh. If these technicians are sacked merely because some officers do not want them, it will be indeed a tragedy.

I would then request the hon. Minister to have some consultation with the hon. Minister for Labour and Employment and see whether the steel plants, the Heavy Electricals and the Heavy Engineering Corporation can come under the central legislation in the matter of labour laws. Unfortunately, politicians have a very vital role in this. In Madhya Pradesh, so far as the Heavy Electricals in Bhopal and the steel plant in Bhilai are concerned, the Madhya Pradesh Government is interested in these; the Labour Minister of Madhya Pradesh is interested in his own union, the union run by INTUC. I do not grudge the INTUC, but the whole difficulty is that the central legislation is not applied to them. Central Acts under which the Central Government or the Chief Labour Commissioner or the Regional Labour Commissioner can intervene are not applicable to them, because unfortunately, the labour laws pertaining to the State are applicable in these cases. I humbly submit that it is high time that all these public sector projects came under central labour laws, so that there can be effective intervention by the Central Labour Ministry.

There is another point about the shifting of a particular office from Rourkela. The purchase department of the Rourkela steel plant was originally transferred to Rourkela in February, 1957, against the consent of the concerned head of the department and after two years of uneconomic functioning at Rourkela, it was shifted back to Calcutta. Again under the initiative of the Resident Director—I do not want to mention names—an effort is being made to shift it back to Rourkela. I do not know why this Mohammed-bin Tughlak method should be repeated. This is not going to pay anyone. Now we want to have effective and good functioning of this particular plant. Merely because it does not suit the whims of certain officers, it should not be shifted. I request the Minister to consider this matter and see that this does not take place.

A question was raised in this House by Dr. Misra, who comes from Jamshedpur about the purchase of electric Furnace. The questions was:

> "Will the Minister of Steel, and Heavy Industries be pleased to state:
>
> (a) the amount of foreign exchange spent for enabling Jamshedpur Engineering and Machinery Manufacturing Company to purchase an

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electric furnace in 1954;

(b) for what kind of production this furnace is now being used; and

(c) whether it is not a fact that the furnace is now lying idle?"

The reply given by the hon. Minister, Shri C. Subramaniam was:

"(a), (b) & (c): Messrs Jamshedpur Engineering and Machinery Manufacturing Company were granted a licence under the Industries (Development and Regulation) Act, 1951, for the manufacture of 320 tons per month of steel castings as "new article" in their existing undertaking at Tatanagar, in 1954. During the same year they were also granted an import licence for the import of an electric furnace valued at Rs. 3,76,300. The Company has not started production of steel castings and the furnace is not being utilised presently for the production of any article."

If such things happen in the private sector, I would like to know whether it is not a big case that such undertakings should be nationalised and taken over by the Government? The Tatas have got an empire in Jamshedpur. Because Dr. Misra and I said something against Tatas, we were sentenced and I was released on bail. This question has not been answered by me or by Dr. Misra or by some trade union leader. The Minister has answered this. Not only this. There was another question about the area occupied by the Jamshedpur Engineering and Machinery Manufacturing Company at Jamshedpur and its capacity for production of rolls.

(c) its present production; and

(d) to what extent these rolls are now being imported into our country and what is the amount of foreign exchange spent during the last three years i.e., 1950, 1960 and 1961?"

The reply given by the same hon. Minister, Shri Subramaniam, was:

"(a) The information is being collected and will be placed on the Table of the House.

(b) and (c) Messrs. Jamshedpur Engineering and Machinery Manufacturing Company are licensed for the manufacture of 320 tons of castings per month. Their capacity for production of rolls has not been separately assessed or fixed. They are producing cast iron rools to a limited extent.

(d) The imports of rolls for the last 3 years are:

	Rs.
April 1959—March 1960	107 lakhs
April 1960—March 1961	118 lakhs
April 1961—March 1962	152.5 lakhs

Sir, I would only request the hon. Minister to have a thorough probe into the working of these private sector undertakings who are obstructing the growth of public sector, especially the steel plants. I remember, when there was a strike—unfortunately, there were repeated strikes—in the heavy electrical, articles after articles, editorials after editorials appeared in papers which are financed and run by the big monopolists, telling that the public sector means a scandal. I can read out many answers given by the hon. Minister to show how these undertakings are functioning.

I would only request that this particular agreement which was reached in Bhopal is kept up. I beg of the hon. Minister to kindly see that the industrial peace established in Bhopal Heavy Electricals is not disturbed by the dismissal or removal of these boys.

With these words, Sir, I fully support the intention of the hon. Minis-

ter, and I wish to see the day when his good intentions are translated into action.

Shri C. Subramaniam: Mr. Speaker, Sir, I am grateful to the hon. Members for the very useful debate on the subject of steel and heavy industries. The Ministry of Steel and Heavy Industries is a new creation and it includes both the public sector projects and private sector projects.

As hon. Members are aware, our industrial policy today is to have a mixed economy and as long as we pursue that policy it is necessary to see that those projects which are taken up either in the public sector or in the private sector do deliver the goods. Unfortunately, sometimes criticisms, and recriminatory criticisms, as between the private sector and the public sector have arisen spoiling the atmosphere. Particularly today, the role the public sector has to play in the development of the industry in our country has been fully recognised and has been accepted by the people as a whole and by most of the political parties also, barring perhaps persons belonging to the Swatantra Party or some revered Swamijis who do not live for this world but for the other world. And, therefore, it becomes necessary that we should see that the public sector projects function effectively and efficiently, because in these steel and heavy industries the public sector is already playing a prominent role and it is going to play a greater role. Therefore, it becomes necessary for this House to consider and create an atmosphere and lay down rules and regulations so that the public sector will function as an effective organ for the development of our industries in our country.

Whether an industrial plant is owned in the private sector, or is owned in the public sector, it has to function as an industrial plant. That has always got to be kept in mind, and once we lose that perspective, we are likely to go wrong. It is, therefore, incumbent on this House particularly, to give thought to the relationship between Parliament and the public sector projects. I am not at all surprised that hon. Members should take a keen interest in these undertakings, involving as they do, hundreds of crores of rupees, but, at the same time, if we take too much of interest and create conditions of interference, instead of contributing to the successful functioning of these projects, we may prejudice the very interests of those projects. That is why I laid emphasis that even if it is a public sector project, if it is an industrial plant, it has to function as an industrial plant.

We have been considering the various forms of organisation and management for the successful working of these public sector projects and we have been creating statutory corporations, registering companies under the company law and sometimes departmentally managing them. On the whole, whatever may be the form of organisation that we set up—statutory corporation, a company or departmental management—unless that plant by itself has got sufficient autonomy in the sense that persons who are in charge of the plant have sufficient scope and freedom to function, I am afraid no industrial plant can function successfully.

For example, I would cite the instance of the creation of Hindustan Steel as a company. Our intention in creating this company was that the Secretariat as such, the Ministry in charge of this portfolio as such, should not have any say with regard to the day to day management and the working of the steel plants and the work of the industrial plant should not be tied down to secretarial procedures and methods which are likely to slow down the various actions which have got to be taken to make the working of the steel plant a success. Here I am just giving my reactions after studying its working during this short period. Therefore, it should not be taken that I have come to any definite conclusion. I am indulging in a bit of loud thinking so that hon. Members also may contri-

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bute their thinking to this aspect. When we created the Hindustan Steel Limited, it was not our intention to substitute Ranchi for Delhi. Unfortunately, I find that the centralised organisation managing these three public sector projects has not been functioning as it should be, as quickly as it should function—that is the main trouble—because it has got itself isolated and it has become another Secretariat, if I may say so. Therefore, the cause of the trouble has got to be further diagnosed, considered fully and we have to take a considered decision on this.

My own view of autonomy of the corporation is, when it runs so many of these plants, particularly when the plants have gone into operation, the plants themselves should have most of the autonomy so that they may function properly.

17 hrs.

I had the advantage of going through the Krishna Menon Committee's Report on public undertakings. There was a significant passage there that each plant should develop its own individuality and unless that individuality is developed perhaps it may not be possible to achieve success. Therefore we should create conditions wherein it should be possible for each plant to develop its own individuality and to compete with each other.

I am glad one project is being compared with another project. But now the management is the same, namely, Hindustan Steel. But if there had been sufficient autonomy left to each plant, perhaps this comparison would have been a little more purposive also. That is why I am thinking on the lines of giving more and more autonomy to the plants so that the responsibility will be taken at the plant level for the various actions to be taken.

Another question is how far the Parliament should take interest in the functioning of public undertakings. No doubt, they have got to take interest but to what extent has also got to be demarcated. We receive so much information. After I became the Minister of Steel and Heavy Industries, I have been receiving so many petitions, signed and anonymous and I cannot take every bit of information given to me as true because the other side has not been verified. So also, I am sure, hon. Members should be receiving not only signed representations or anonymous representations but even personal representations. But I would request hon. Members not to take them as gospel truth just because those representations have been made to them. Immediately on the basis of that they ask a question here in Parliament so much so that we find that an atmosphere is created wherein nobody is prepared to take responsibility.

Today one great failing or one weakness in our organisation of the public sctor is this evasion of responsibility or refusal to take responsibility; the plant trying to push it on to the Hindsutan Steel; Hindustan Steel trying to push it on to the Ministry and the Ministry in its turn saying, "There is an autonomous body; why should we take the responsibility?" and pushing it back again on Hindustan Steel. This happens because we take—if I may be pardoned for saying this—a little too much of interest in the day-to-day workinf of these things. When you place a man in charge of an industrial plant, choose the proper man and give him the entire responsibility. If he does not deliver the goods within one year or two years sack him. That is the best way of dealing with it instead of taking over odd cases and immediately coming up saying that everything is going wrong and that some man has been dismissed or suspended. No doubt, it is wrong. We have to lay down the labour policy which will have to be followed by everybody and if anybody transgresses that policy, we can punish him for that. Simply accusing persons in charge of these various plants creates an atmosphere

in which nobody is prepared to take responsibility for any action. Therefore I would plead with this House to create an atmosphere in which persons in charge of these plants will be willing and prepared to take responsibility for their actions.

This is a matter which will have to be fully considered either in the Consultative Committee or in some other form, the leaders coming together and giving thought to these various aspects.

Shri Heda: If it is a new policy, it is welcome.

Shri C. Subramaniam: I do not know whether it is a new policy, but still I find, particularly from this side, any number of questions and representations. It is not that I do not appreciate their point of view and the interest that they take in the welfare of labour. For example, one man has been transferred from Rourkela. Immediately it becomes a subject matter of discussion in the Parliament. We do not know the full picture. Immediately that person gets nervous, "Oh! this has been raised in the Parliament perhaps I have done a wrong thing" even though he might have done right. Later on he is unable to take effective action. This is what I am referring to. Therefore I respectfully submit....

Shri Daji: This happens because at the present moment there is no policy. If you lay down the policy there will be no such thing.

Shri C. Subramaniam: I am coming to that. This is one aspect which we have to keep in mind.

Another aspect which we have got to keep in mind is with reference to the technical personnel. Particularly, today we have launched upon new schemes and certainly we do not have the experience which other countries have, like, the USA, Britain, Germany or even USSR. Therefore, to a certain extent we have, no doubt, to depend upon foreign personnel in the initial stages. But how long are we going to depend on foreign personnel? We will have to decide about that. It cannot go on indefinitely. That is why, after a certain initial stage, we will have to take risks and place our younger generation, the young men who have had the training and who have had certain experience also, in responsible positions.

We hesitate to do that, particularly because our experience is quite different. The men in charge of these plants are very experienced men who have risen to these high positions after thirty or forty years. And, therefore, when they think of the younger men coming to almost top positions within five or ten years, they think "Oh, it can never happen". I am not blaming them, because they have been brought up in that atmosphere.

Now, we place very experienced men in charge of these plants. Do they not commit mistakes? They commit mistakes. But in the process of committing mistakes they also gain experience. When these senior men commit mistakes and get the experience, that experience is lost to the plant within a year or two. On the other hand, if the younger generation is in charge of it, even if they commit mistakes the experience that they gain will be available to the plant for at least twenty or thirty years. That we are losing today. We have to take certain risks, because without taking risks I am of the view that it will not be possible to get the experience required.

Therefore, we should adopt the methods which have been adopted by countries which have developed quickly, not through an evolutionary process but through a revolutionary process. I was talking to some of the technicians during my visits abroad, and in some of these countries I was told that many persons were placed in charge of very technical plants, large plants, even at the age of thirty—something which we cannot imagine. But in technology and science . . .

Shri Sinhasan Singh (Gorakhpur): Here they are all retired persons.

Shri C. Subramaniam: Very good men; I have nothing to say against them; they have got rich experience behind them. But what we are now concerned with is how to work successfully. Not only that, but to build up our personnel for the future also.

Therefore, particularly in technology and science today, it is not mature age which matters but that dynamism to think and dare and act. That comes only at a much earlier age than later on when they are mature with experience. That is why, particularly in these technological plants, and even in scientific research institutions, we have got to give responsibility to the younger men.

Just take into account today the persons who are getting their Nobel Prizes for research works. Many of them did that particular piece of work, scientific work, when they were at the age of twenty-five, twenty-six or twenty-seven—many of them before thirty. And I can confidently say that nobody achieved anything substantial after the age of thirty-five or forty.

Shri Heda: What is the point that you are driving at?

Shri Daji: Except Ministers.

Shri C. Subramaniam: It is not a question of Ministers. I am not talking about politicians: I am talking about technologists and scientific personnel. I know what I am talking about.

Therefore, my own view is that we should give greater responsibilities to the coming generation, to the younger generation, who have been trained and who are fully qualified. It may be that they may not have experience of twenty or thirty years. But still they have experience of four or five or six years in our plants. They should be given greater responsibilities.

We are, in the meantime, trying to get our personnel trained in India, abroad, everywhere.

Some mention was made, by Dr. U. Misra, I think, about recruitment of Indians abroad. I am sure, he should be aware that every year, we try to recruit Indians abroad and there is a special committee for the purpose of interviewing Indians. They do not interview foreign personnel at all. We get foreign personnel through the foreign Governments. I do not know wherefrom he got the information that two persons were interviewed, one an Indian and the other a foreigner and therefore the Indian refused. If any interview had taken place, it could only have been of the Indian personnel. Foreign personnel is got through the foreign Governments. Every year, we are getting about 200 Indian engineers who are working outside, in foreign countries, to work in the various plants here.

Our duty is to build up technical personnel to man these various projects. That could be done only by taking a certain amount of risk and creating experience in the existing men however young and however inexperienced they might be according to old standards. That is one aspect. It is not merely technical personnel. The other personnel, that we may call artisans, they are also important.

After coming into this Ministry, I have ben receiving representations with regard to the position of labour in the various public sector projects. I am not a stranger to labour relations. I myself have taken active part in the building up of trade unions in my own place. Therefore, it is not a new subject to me. I tried to find out what was the labour policy with regard to the public sector projects and how that was being implemented. I am prepared to confess that we have not laid down any labour policy with regard to our public sector projects. Therefore, immediately, I took up the matter with the

Minister of Labour here. We had discussions and we appointed a small official committee to go into this matter and then produce, so to say, a labour manual which should be applicable to all public sector projects. It would not only be confined to a discussion between these officials. Various General Managers would be called to a conference and if necessary, I am prepared to consult others also who are interested in it. It should be possible for us to evolve a labour policy, a labour code, which should be applicable to all the public sector projects.

In this connection, I have also to strike a note of warning with regard to the suggestion made that it should be a central labour law which should be applicable to all these public sector projects. It appears to be attractive. But, what we have to bear in mind is this. If a Central Law works smoothly, there is absolutely no trouble. If there is trouble and this law is required, it becomes a law and order situation for which the State Government is responsible. Therefore, unless we have the entire cooperation of the State Governments in this matter, it will become difficult to implement the various provisions of the labour law however good it may be. Unless we are able to convince the State Governments also that in this regard, they should agree to a central law which should be applicable to all the public sector projects, we should not undertake such a change.

There is another aspect also. It is not as if we are a nation with only public sector projects. We have got a private sector also doing comparable work. Whether we can have two sets of standards, two sets of laws, one applicable to the public sector and the other applicable to the private sector is a matter which has to be taken into consideration: I am not giving any final decision about it. But, I do feel there is a fundamental difference between a private sector project and a public sector project, a public sector particularly which has to work towards the ideal of socialism. In a private project, there is an inherent conflict between the employer and the employee. My own view is, there should be no such conflict in the public sector. If there is such a conflict, it is not a socialistic pattern. It will only be state capitalism and not state socialism. We have, therefore, to evolve a clear labour policy for the public sector. Once that labour policy is evolved, I am sure, it should be possible to ensure that this labour policy is implemented in full. My own view is, and it has been emphasised even by those who are opposed to the public sector, that the public sector should set an example of good labour relationship. I am fully in agreement with this suggestion, and as long as I continue to be in charge of these public sector projects, it will be my endeavour to see that not only do Government become the best of employers. Even the relationship of employer-employee should not be there but every public sector enterprise should be a co-operative effort of all the persons concerned in these projects, and I hope and trust that it should be possible to create that atmosphere.

These are some of the considerations which we have to keep in mind if we have got to make the public sector really effective and efficient. If we are able to succeed in bringing about these charges—it is not merely ideas which are necessary; ideas might be good, but how they are implemented is ultimately what matters—if we are able to implement at least to a certain extent some of these, my feeling is that it should be possible to make a success of our public sector projects.

If we look into the various public sector projects, the defects and deficiencies, bring about the necessary organisational changes bring in, the necessary technical personnel and establish the required labour relationship etc., I have no doubt in my mind

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that the public sector will be able to achieve the desired results. It is not as if the private sector alone has achieved results. It has already been pointed out that, after all, even in the private sector projects, there are many defects and deficiencies. What is important is how an industrial plant is managed irrespective of whether the ownership is in the public sector or in the private sector, and it should be the endeavour of this House, and the endeavour of all of us to see that the public sector becomes an efficient instrument in the industrialisation of our country. I have no doubt in my mind that the co-operation of this House will be available in full measure in implementing these policies, at least some of them for achieving full success in this regard.

Naturally, in discussing the activities of this Ministry, much attention has been focussed on steel. That is as it should be, because steel is the basis of the heavy industries, and steel and heavy industries are the basis for the industrialisation of the country. I do remember the days when we were talking about 6 million tons of steel ingots as the Second Plan target, and, there were doubting Thomases asking 'What is the use of million tons? How are we going to absorb it?', but I am glad to find that today it is not the target that is being attacked, but, on the other hand, everybody is aggrieved that this target has not been reached. The more the steel, the greater are the possibilities of industrialisation. Therefore, steel is the basic thing. As somebody has said, steel and power measure the industrial growth and the industrial development of any country. That is why this House has also attached great importance to the discussions with regard to the working of our steel plants, particularly the public sector projects.

With regard to the criticism of the working of these public sector plants, I found two or three classifications. One type of criticism was made with reference to the working of these public sector plants, with the idea of improving them, and with the idea of making them a success. Even in this, there were two classifications, if I may say so. One classification was represented by Members on one side of the House, who seemed to think that public sector projects can be a success only if the plants come from the socialist or communist countries, and they cannot succeed if the plants should come from the Western bloc or the capitalist countries. After all, an industrial plant is an industrial plant, and the technology is the same, and it does not matter from which country it comes.

Shri Daji: No one suggested that. There was not even the faintest idea of that.

Shri C. Subramaniam: It does not matter if they tried to make a distinction between Rourkela and Bhilai or between Bhilai and Durgapur and so on. That does not matter so long as they discuss it here. But I hope that they would not attempt to substantiate what they have stated here through their attempts outside this House. Rourkela is not a West German plant any longer. The Rourkela plant is an Indian plant now, because we have paid for it, and we have to repay the money; therefore, it is Indian Rourkela and not West German Rourkela; Durgapur is not British Durgapur, but it is Indian Durgapur; in the same way, it is not Russian Bhilai, but it is Indian Bhilai. Therefore, I am very particular that conditions should be created for their working properly irrespective of the original source of the plants. The cold war should not be brought into our industrial plants also. I plead with hon. Members to take a broad view and see that every industrial plant, whichever might be the source of the plant, functions successfully, because each plant has got to contribute to the development of our country and to the industrialisation of our country. Within the framework of this broad aim, I am in full agreement with the other hon. Members

who are interested in the public sector plants and who made a number of suggestions for their improvement. I will go the whole way in co-operating with them in evolving those policies. But for God's sake, do not keep this distinction in mind and do not try to continue it, by any action which you might undertake.

Rourkela is, unfortunately, our sick child today. It has got into very many difficulties. There have been 26 breakdowns, as I once mentioned in answer to a question. All these are not major breakdowns, but I do agree that quite a few were major breakdowns also. It is not as if any further Commission of enquiry is now necessary. As a matter of fact, so many committees have sat upon this. Ultimately, a delegation also came from West Germany to look into these. I am glad to announce that after the visit of our own delegation to West Germany and after a good deal of discussions and consultations, the report of that committee has been agreed upon. I received last night a copy of that report. They have made very many practical suggestions for the purpose for putting right those mistakes which have occurred there. There is no use apportioning blame now. Apportionment of blame will only lead to further bitterness. Therefore, they have adopted the approach and of not apportioning blame have placed before us concrete suggestions for enabling the successful implementation of the targets laid down for Rourkela. I hope to go through that report, have it examined, not in the usual routine way of examination for months together, but within a few days. After all, it is a technical report. I cannot sit in judgment over it, nor can my Secretary do it. Therefore, it is a matter of our acceptance of the report. Proper procedures will also have to be evolved to implement the report. I assure the House this would be done within a few days. We will examine it and shall try to implement the various recommendations in the report and see that Rourkela also gets healthy and contributes its full quota to the production of the various items as targetted for this plant.

In Rourkela, there have been ups and downs of production. As a matter of fact, I wanted a graph to be drawn up showing the trend of production. It is a very erratic curve as far as Rourkela is concerned. But as far as Durgapur is concerned, I find it is a gradually rising curve. I agree it should be a little more steep than it is today. But I hope with a little effort it should be possible to make the production curve rise steeper than now.

It is not a question of the plant itself being wrong or something wrongly built having been handed over to us. It was mentioned that there is profit motive as far as West Germany is concerned or as far as America or England is concerned, and, therefore, proper plants may not have been given to us. On the other hand, I think the factor of the profit motive would be an inducement to them to give us the best plant because only then they will be able to sell us another plant and make more profit. But apart from that, it is not a question of where a plant comes from. Conditions differ from place to place. Particularly as regards Rourkela, everybody knows that it is not one firm which was in charge of erection and production in the plant. There were 30 or 39 separate different firms, and co-ordination was not good enough. But now we have located the mistakes, defects and deficiencies, and I hope it should be possible for us to rectify them.

On going through the report, I find one significant passage with regard to our labour. Not that our labour is not intelligent, not that our labour is not skilful, but particularly in Rourkela, labour discipline has been a little bit slack. It may be due to the fault of the management or it may be due to the fault of labour. That

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is not the question. But there is this slackness and it will have to be removed. If there is indiscipline in labour, if instead of attending to their work in the plant, they just join in groups and talk politics, certainly no plant can run. Therefore, it is necessary particularly for those responsible for labour leadership, who speak for the welfare of labour, to see that labour functions in a disciplined way, produces more and more and thereby gets more. Without producing more, if everybody should ask for more, certainly, no economy, whether it be communistic economy or socialistic economy or capitalist economy, no economy can sustain itself. That is why efficient work and more production is absolutely necessary, particularly in these projects. Therefore, I would appeal to those who are responsible, to a certain extent at least, for labour leadership to take this constructive attitude and see that they function in a disciplined way, particularly in Rourkela. We want to rectify the mistakes there; not merely will technical mistakes have to be rectified; organisational mistakes will have to rectified and difficulties in labour relationship will have to be rectified and a proper atmosphere will have to be created. I do not want to set any target for the achievement of this. But if the House would like to know the likely time limit, I am hoping that within a period of 6 to 12 months it should be possible to implement all these things and see that full production is reached in the Rourkela plant also.

After all, the target of production (of 6 million tons) should have been reached even during the Second Plan period. But, we are still only limping towards that target. Not only is it necessary for us to reach these targets but we have to think of the targets which we have laid for ourselves in the Third Plan. If that has got to be reached, naturally, the expansion of these steel plants in the public sector is absolutely necessary. It is not as if we are sleeping over it. Active steps are being taken. Expansion of Bhilai is in an advanced stage and I am sure the work will be taken up soon.

In regard to Rourkela and Durgapur also, even though there have been difficulties in the working of the existing plants, we have reached a stage where we are calling for tenders in regard to the machinery. Therefore, I hope that it should be possible for us—apart from the difficulties which we have faced in the initial stages—to see that the expansion programme is pushed through according to schedule so that we may reach the Third Plan targets as quickly as possible.

I am not in a position to assure the House that in 1965-66 we will reach the target which we have laid for ourselves. But, it will be our endeavour to see that we reach it as quickly as possible. This is absolutely necessary because the various industrial activities which we are undertaking depend upon the production of steel; and without that they are bound to get delayed.

In that context I have to say that it is not enough that we reach the Third Plan targets. Life is not going to stop with the Third Plan. There will be the Fourth, the Fifth and Sixth Plans. It is a continuing thing. Therefore, we should have a perspective view of the steel requirement and steel product requirements in the Fourth, Fifth and future Plans. For that we have to plan even now. Are we going to depend indefinitely upon foreign machinery for the purpose of working these steel plants? That is why, in this context we are launching upon the new steel plant at Bokaro, in which hon. Members showed a considerable interest—and I would come to that—but also indigenous manufacture of machinery for the purpose of the erection of the steel plants is absolutely necessary.

That is why we are taking up the Heavy Engineering Project which will manufacture the steel plants machinery, so much so what we have got to import will get limited, at least during the Fourth Five Year Plan and we may, perhaps, attain self-sufficiency at a later stage.

We are aiming not only at copying what exists already in the other countries. I think Shri Pant referred to this point; and Shri Morarka also referred to it, that we should develop our own technology, we should invent our own methods of production. We attach great importance to this. I hope it should be possible for us not only to erect these plants and copy what is already done in other countries but also create new methods, and go forward. For this purpose we are hoping that it should be possible for us to develop research activities also, coordinated with the various plants, and necessary even outside the plant also, it will be done. For all this an industrial atmosphere and a scientific atmosphere will have to be created. That also can be created only by the younger generation. I cannot become a scientist; nobody else here can become a scientist. That opportunity is given only to the coming, the younger generation. They will have to take greater responsibilities.

Bokaro is of great importance to this House and many hon. Members spoke about it. Criticism was levelled against feasibility or techno-economic survey being undertaken by the aid organisations. Sir, you were good enough to intervene and point out that after all if we have to get aid from a particular country, they have to satisfy themselves that aid is necessary. It is not that we have been asked to give up our policies or that we cut down the targets we have fixed for ourselves. We want the Bokaro project to be implemented with American help. If America says: "We would like to take a look into this and see whether it is a feasible project", I would not say it is an unreasonable request. Perhaps I might have very much liked them to accept our data and our findings. Still, taking into account the difficulties we have run into, in some of our projects, if U.S.A. want to have an independent look into these things, I do not think we should object. We want to ensure, however, that there is no delay on that account in taking up the work on the plant. That is why we have entrusted to the Indian Consultants the task of preparing a a preliminary report. They have prepared it and the various data which is necessary for the techno-economic survey would be available in this preliminary report. If some more data is necessary over and above that it would be made available.

Shri Daji: That was not our objection. The objection was: Why this wisdom dawned upon them after one year? If they wanted a techno-economic survey they could have had it earlier; they need not have waited for one year....after promising.....

(*Interruptions.*)

Shri C. Subramaniam: I do not think there were any promises as such; I will not call it a promise. No doubt it was suggested that they would like to help the Bokaro project. After all we have to take the aid from them. If some delay is there on their part because of the structure of their society, because of the Governmental procedures there, we cannot say: no, you have not kept your word; nor can we say to them: give aid immediately and change your structure or procedure. The question is only whether there is any interference with our policy. If there is any such interference certainly we would and do resist. For instance, in the initial stages, American aid was available only for the private sector and it was asked: why not establish the steel plant in the private sector? We resisted it. Then, another suggestion was put forward: why not some participation by the

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U.S. steel interests in equity capital? We thought that there might be nothing wrong with minority participation. Even that is gone now. Bokaro is going to be a cent per cent public sector project. A country which was resisting the very idea of a public sector project, later on came to accept the idea of having only some participation by the private sector so that it will not have the character of a public sector project in toto. It is now reconciled to a complete cent per cent public sector project. If the feasibility report is favourable, they are prepared to come with aid. No doubt they have to satisfy themselves. We are proceeding even further. We have asked our consultants separately to proceed with the preparation of the detailed project report. So much so, if later on by some chance America says no, fortunately we are not without friends in the world with the ability, capacity and willingness to extend help we will be ready. Therefore, we will have this Bokaro plant, with American help, without American aid if necessary. In any event we are going to have Bokaro plant; there is no doubt about it. The time factor is also being kept in mind. That is why in a parallel way, while the techno-economic survey is going on, the detailed project report will be prepared by Indian consultants. I hope and trust that the detailed project report will be such as would be acceptable to the Americans. If they want to make some changes here and there, that will not entail any serious loss of time. That is how we are proceeding and taking all steps to see that on Bokaro plant we lose no more time. We have already lost one year.

I would request my hon. friends on this side not to have inhibitions with regard to the American aid or Russian aid. After all, we have to get aid from outside our country, and we are prepared to take aid from whichever source it comes provided our foreign policy and industrial policy are not interfered with and provided the terms are favourable. From the experience we have had during these ten years, this policy has paid high dividends, and I hope that it will continue to pay dividends, but our effort should be not to get this aid for all time and indefinitely, but to reach the stage of take-off, of self-reliance, so that it would be possible for us to manufacture our own plant and machinery in whatever line it might be. To sum up, as far as steel is concerned, we are trying to see that, even though there might be a small time-lag in reaching our target, even though it might be a delay of one or two years, the delay in that respect is reduced as much possible.

With regard to distribution some complaints were made to the effect that there has not even been a reply from the Iron and Steel Controller to a certain enquiry. I hope this omission was not intentional, but whether it is intentional or not intentional, certainly such things should not happen. Particularly when an enquiry is made from cooperative institutions, they are entitled to get a prompt reply. I hope that this complaint will be looked into and that such complaints will not be heard in future in this House. I am sure that the Steel Controller would take action to see that the queries are replied to promptly and there is no grievance on this account.

As far as steel control is concerned, as hon. Members are aware, we have removed the control on many of the categories. It is only with regard to sheets and certain categories of bars, we have still got control because these varieties are still scarce. We have no control on other varieties, and we hope to remove even this control with regard to the restricted quantities as quickly as possible. That could happen only when production has caught up with the demand. But, unfortunately, today we find that wherever there is scarcity

there is an inflated demand also, because everybody thinks, "there is shortage and therefore if I want ten tons let me ask for 50 tons" and he does that, in the hope that he would get at least ten tons; with the result that today there is an artificial inflation in regard to the demand of scarce commodities. We should not be taken in by that, and I am hoping that with increased production in Rourkela and Durgapur and other projects, it should be possible for us to remove these controls also.

Reference was made to land acquisition. I think Shri Jaipal Singh made that point and said that Rs. 45 per acre was paid as compensation and that later on something more was obtained by somebody going to court. I do agree that there has been some difficulty there. I am sure that the hon. Member realises that land acquisition is the function of the State Governments. It is the State officer who fixes the compensation. There have been some difficulties, but I can assure the hon. Member that an understanding has been reached and we have got possession of certain areas of land. The entire area required would also be made available without causing much difficulty to the occupants of that land. But I do agree that we should have a policy of rehabilitation of those who are displaced by acquisition of land. As a matter of fact, this should be one of the responsibilities either of the Central Government or the State Governments. Whoever that might be, somebody must be responsible. I do realise the difficulty of Adivasis who are not educated, who are backward economically, socially and educationally. I could very well imagine their difficulties. I hope and trust that it might be possible for us to see that these persons are properly rehabilitated and that they would not have any grievance on this account, namely, that they will have to make undue sacrifices for the sake of the development of our country. On the other hand, it should be possible for us to develop our country without causing these unnecessary grievances for those who will be displaced or those who will be called upon to give up their property for the sake of building up these public projects.

Then I come to the Heavy Electricals. Even as steel is important power is also important.

Shri P. K. Deo: I would request the hon. Minister to throw some light on how the return on the capital can be improved and secondly regarding the raising of the steel retention price.

Shri C. Subramaniam: As far as the return on the public sector projects is concerned, I thought it had been fully discussed. As I have already pointed out, these steel projects and various other projects have started only recently and they are having their teething troubles. Therefore, we are not having full production. With the capital invested for the purpose of producing 1 million tons when we produce in a plant actually only 250,000 or 400,000 tons, if we make a calculation, that is bound to be adverse to the plant. So, I would respectfully submit that the calculations should be made when we reach full production capacity. I hope and trust it is not only full production which we would reach, but we should reach efficient production also. That is the appeal I want to make to hon. Members, to cooperate in that process. I have no doubt in my mind that with the material we have with regard to the technical personnel, skilled personnel, artisans and labourers, it should be possible for us to have efficient production to cut down costs.

We always lay emphasis on earnings and sufficient profits out of the public sector projects for the purpose of further development and further expansion. As it has been pointed, out, there cannot be a post

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office socialism. If profits have to be earned, it cannot be through increasing the prices. That will lead to further inflationary trends. These savings and profits should arise by more efficient production and cutting down production costs. Not that we are unaware of this, but immediately our task is to see that we reach full production. Even in that process, we are looking into various economies and efficiency of production which have to come about and I am sure it should be possible for us to show that our plants produce as efficiently and as economically as any other plant in any other part of the world. After all, compared to them, our labour cost is comparatively cheap. Therefore, in course of time, it should be possible to achieve these results.

But even in the initial stages, if we insist that there should be sufficient return, it is only arguing against public sector and against big projects, because in the initial stages, any big project will not yield any return at all. Take irrigation projects. They take 6, 7 or 10 years to be completed. Even two or three years after completion, when the water is not fully utilised, if you calculate the return on the investment of crores of rupees, it will be a minus entry, adverse to the project. You have to wait till we get into full use. However, I do agree we should get into full production as soon as possible. That was the point I was emphasising. Therefore, I would ask the House to have a little patience and to give time to these projects to get into full and efficient production. Then I have no doubt it should be possible for us to show positive results, even in terms of profits—rupees and naye paise.

Shri P. K. Deo: Is there any proposal to raise the steel retention price?

Shri C. Subramaniam: I would request the hon. Member not to drag me into that discussion. Already there is sufficient speculation and I do not want to add to it.

I was dealing with heavy electricals when the hon. Member opposite interveped. Even as steel is important, power is important and power targets have got to be raised almost every quarter, because the demand is increasing. Therefore, the power targets which we thought would be reasonable when we formulated the third Five Year Plan, are no longer valid, because there is so much increased demand. The target has got to be increased further. If it has got to be increased, certainly we cannot go on importing the various machines required for the purpose of generation of electricity. Therefore, just as we have the Heavy Engineering Corporation for the purpose of producing the machinery required for the steel plants, so also we are having the Heavy Electricals at Bhopal for the purpose of producing machines for generating the energy.

As hon. Members are aware, we have the Bhopal project. That is the first project of the kind. Therefore, if it has got into some difficulty there is nothing strange in it because in that field that is our first experience. But that should be no excuse for inefficiency or any bungling. We are making sure that it should go into effective production as quickly as possible. There is a programme for further expansion as far as the Bhopal plant is concerned. The present target is Rs. 25 crores worth of machinery per annum. It is going to be increased to Rs. 50 crores, and increasing it further on to Rs. 100 crores is under consideration. Whether it should be as one plant or at different places is a matter for consideration.

It is not only Bhopal. We have got the other project at Ranipur in

Uttar Pradesh about which a reference was made. There are two other plants in Andhra Pradesh and in Tamilnad. They are also under construction and quick action has got to be taken on them so much so it should be possible for us not only to increase the target of electricity production but also to produce the machines required for the purpose of production of that energy. I am sure hon. Members would also give their kind co-operation with regard to the working of these plants.

In that connection, Sir, Shri Banerjee brought out certain difficulties. It is rather unfortunate that a strike took place in February. The timing of the strike was rather unfortunate. It was just the election time, and the date fixed was with reference to the visit of the Prime Minister to Bhopal. I do not know who advised them.

Shri S. M. Banerjee: The Prime Minister visited because he was to deliver a speech. I am quite sure that it had nothing to do with the Prime Minister.

Shri C. Subramaniam: It is a strange coincidence. Then I hope such coincidences would not occur hereafter. Whatever it is, these people went on strike. Who? It was not the persons who worked there and had accumulated grievances, but it was the trainees who went on strike. What sort of training will they get when the first thing they learn to do after entering is to go on strike? Certainly it is not the attitude that our young men should have. They may have ever so many grievances, undergo ever so many sufferings. But they must have the spirit that they are working for the uplift of the nation, for the development of the country. Therefore, if even in the initial stages they have to undergo certain sufferings they should be prepared to suffer that. That is my appeal. But that is no excuse for any bungling on the part of the officials. I am only appealing to the people there to keep this in mind. After all, it is not as if they have no remedy at all. They could have approached either the plant manager or the Chairman there. Ultimately, there is the Government whom they could have approached. But to have launched upon a strike was, to say the least, most unfortunate.

After a month and after a good deal of talk the matter was settled. Shri Banerjee complained about the serving of notice on 21 persons. I am aware of it. One thing I have done is thatff I have arranged that the enquiry should be made by an independent person and that it should not be made by a person who is connected with the management because all sorts of allegations have been made. Even after that enquiry I hope and trust, because ultimately the responsibility is that of the management and it cannot be done by our interference, that the management would take a lenient view of things and see that these young men are put in the right path and they become useful and good technicians who would be useful to this plant. I hope Shri Banerjee would also contribute to the creation of that atmosphere.

Then, some mention was made about the Labour Minister of Madhya Pradesh. I am sorry he was dragged in here. He is not present to answer this charge. I know Shri Dravid for quite a long time. I am sure he will take an objective view of things. It is not a question of INTUC or any organisation connected with the Communist organisation, it is a question of correct labour relationship. I hope correct labour relationship will be established in the Bhopal plant so that nobody will have any grievance and laying down of a general labour policy also will contribute to this.

Coming to fertilizers, naturally, Shri K. C. Pant referred to it, because he is an authority on fertilizers,

[Shri C. Subramaniam]

as he is a chemical engineer and, therefore, I was not surprised when he raised certain pertinent points. I particularly liked the point that he made that it is not merely the production of fertilizers that is important, but what fertilizer should be made use of for the soil and for what purpose is more important. Therefore, in that context, the testing of soil and soil analysis is important. As a matter of fact, wherever fertilizer industry has grown, along with it soil testing and soil analysis has also grown. With reference to every land, if I may use an astrological term, there should be a horoscope, and unless that is available we will not be able to select the correct fertilizer to be used for the correct purpose. So, that is also necessary and, I am sure, my colleague in charge of agriculture will take note of this, because it should not be the function of the Ministry of Heavy Industries to undertake this job. I am sure with this co-ordinated activity, soil analysis would also be undertaken to the extent it is necessary.

The fertilizer plants which have already been erected or are in active implementation would contribute to the production of about 650,000 tons of nitrogen, and the total licensing is to the extent of 1·25 million tons. As a matter of fact, we have thus a margin of 25 per cent. Therefore, I am hoping that it should be possible to reach the target of 1 million tons of nitrogen by the end of the Third Plan period.

Most of these factories are in the public sector and only a small portion has been left to the private sector. Even though the private sector has been boasting that they would be able to deliver the goods, as a matter of fact, it is the public sector that is making the biggest progress in this sector. The private sector is lagging behind and some of the persons who took the licences are inclined to surrender those licences. Therefore, there is no use of making comparisons. Here and there, in certain respects the private enterprise might be efficient and in certain respects we might be efficient. So, it has got to be a combined contribution to the development of our economy.

Shri Sinhasan Singh: What about the low cost car?

Shri C. Subramaniam: Last, but not the least, the automobile industry was referred to and, in that connection, the peoples' car was also mentioned. I have already explained to the House the difficulties involved in it. It is not merely a question of my being willing to undertake that project. The resources and the foreign exchange component should also be available. I am sure the House is aware of the difficult period we are going through with regard to foreign exchange. Therefore, we have to take that also into consideration. Subject to that, if only the Cabinet, and particularly the Finance Minister, would give the green signal, as far as I am concerned, I would not stand in the way of taking up this project. Once the green signal is given, I can give this assurance, I would expedite it and deliver the car as quickly as possible so that hon. Members also may have a joy ride in that car.

Shri M. K. Kumaran: Do not stand in the way of the car; it is dangerous.

Shri C. Subramaniam: In this connection, I want to refer to another matter. This phobia of pressure from some unknown source is being brought in at every stage. With regard to the peoples' car it was mentioned. With regard to the retention price also it was stated that some pressure from some private people is there and that is why quick decisions are no being taken. I may assure the hon. Members that there is no question of any pressure, and I hope and trust that pressure will not be

brought in at any time. I can assure the House that no such pressure will have any effect on the Governent and an objective decision will be taken with reference to the merits of each case.

I do realise that I have undertaken a fairly difficult task, a challenging task. And I do not think I will be able to achieve success by my own effort or by my own merit. It is only with the co-operation, understanding and sympathy of this House that I will be able to achieve success. But the discussion today has given me some encouragement that that sympathetic understanding and that co-operation wil be available to me in large measure from al lsections of the House. As a token of that, may I request the hon. Members to withdraw all their cut motions?

Mr. Speaker: I do not know about withdrawal, but I can put all of them together to the vote of the House.

Shri Heda: That will be easier.

All the cut motions were put and negatived.

Mr. Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper, including the sums already voted on account for the relevant services, be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963, in respect of Demands Nos. 86, 87 and 135 relating to the Ministry of Steel and Heavy Industries."

The motion was adopted.

17.56 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, May 18, 1962/Vaisakha 28, 1884 (Saka).

[*Thursday, May, 17 1962/Vaisakha 27, 1884(Saka)*]

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803	Primary Health Centres	4856—59
804	Salaries of Extra Departmental employees of P & T.	4859—62
806	Neendakara bridge in Kerala	4862—65
811	Transportation of coal by road	4865—67
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9	Electrical Equipment from Russia	4870—73

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834	Pamba-Kakki Hydro-electric Project	4890-91
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1366	Provision of fans in coaches	4894-95
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1456	Bridge over Januma near Kalapi	4958-59
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1490	Delhi Milk Supply Scheme	4982
1491	Road transport with Nagaland	4983
1492	Highway in Bihar	4983
1493	Major and Medium Irrigation Projects	4984
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1496	Foreign exchange for irrigation projects	4985-86
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1499	Passengers travelling by air-conditionedcoaches	4986—88
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1501	Import of rice	4988-89
1502	Bifurcation of Kanpur Engineering Division of P. & T.	4989-90

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE 4990—5000

Shri Hem Barua called the attention of the Minister of Home Affairs to the two explosions reported to have occurred on the 14th and 15th May, 1962 in Delhi

The Minister of Home Affairs (Shri Lal Bahadur Shastri) made a statement in regard thereto.

PAPERS LAID ON THE TABLE 5000—02

(i) A copy each of the following Notifications under sub-section (3) of section 458 of the Merchant Shipping Act, 1958 :—

(i) The Shipping Development Fund Committee (General) Rules, 1960 published in Notification No. G.S.R. 938 dated the 13th August, 1960.

(ii) The Shipping Development Fund Committee (General) Amendment Rules, 1960 published in Notification No. G.S.R. 1267 dated the 29th October, 1960

(iii) The Merchant Shipping (Carriage of Medical Officers) Rules, 1961 published in Notification No. G.S.R. 987 dated the 29th July, 1961

(iv) The Merchant Shipping (Apprenticeship to Sea Service) Amendment Rules, 1961 published in Notification No. G.S.R. 1265 dated the 14th October, 1961

(v) The Merchant Shipping (Registration of Sailing Vessels) Amendment Rules, 1961 published in Notification No. G.S.R. 1347 dated the 4th November, 1961

(vi) The Merchant Shipping (Registration of Indian Ships) Amendment Rules, 1961 published in Notification No. G.S.R. 1348 dated the 4th November, 1961

(vii) The Merchant Shipping (Certificates of Competency) Rules, 1961, published in Notification G.S.R. No. 1510 dated the 23rd December, 1961

(viii) The Shipping Development Fund Committee (General) Amendment Rules, 1962 published in Notification No. G.S.R. 167 dated the 10th February, 1962.

(ix) The Shipping Development Fund Committee (General) Second Amendment Rules, 1962 published in Notification No. G.S.R. 209 dated the 17th February, 1962.

(x) The Shipping Development Fund Committee (General) Third Amendment Rules, 1962 published in Notification No. G.S.R. 296 dated the 10th March, 1962.

PAPERS LAID ON THE TABLE—*contd.* COLUMNS

(2) A copy each of the following Orders under subsection (6) of section 3 of the Essential Commodities Act, 1955 :— . . . .

(i) The Roller Mills wheat Products (Price Control) Amendment Order, 1962 published in Notification No. G.S.R. 637 dated the 8th May, 1962. . .

(i) The Rice (Madhya Pradesh) Price Control (Fourth Amendment) Order, 1962 published in Notification No. G.S.R. 671 dated the 10th May, 1962. . . .

(iii) The Rice (Punjab) Second Price Control (Third Amendment) Order, 1962 published in Notification No. G.S.R. 673 dated the 10th May, 1962. . . .

ELECTIONS TO COMMITTEES 5003—05

(i) The Minister of State in the Ministry of Food and Agriculture (Dr.) Ram Subhag Singh) moved for election of two Members of Lok Sabha to be members of the Indian Central Tobacco Committee. The motion was adopted. . . .

ELECTIONS TO COMMITTEES—*Contd.* COLUMNS

(ii) The Deputy Minister in the Ministry of Health (Dr. D. S. Raju) moved for election of one Member of Lok Sabha to be member of the Governing Body of the Post-Graduate Training Centre in Ayurveda. The motion was adopted.

(iii) The Minister of Health (Dr. Sushila Nayar) moved for election of two Members of Lok Sabha to be members of the Advisory Council of the Delhi Development Authority. The motion was adopted. . . .

DEMANDS FOR GRANTS 5005—5150

Discussion on Demands for Grants in respect of the Ministry of Steel and Heavy Industries commended and concluded. All the Demands were voted in full . .

AGENDA FOR FRIDAY, MAY 18, 1962/VAISAKHA 28, 1884 (SAKA)

Consideration of Demands for Grants in respect of the Ministry of Irrigation and Power, andt hat of Private Members Resolutions.

GMGIPND—LS II—576 (Aii) LS—31-5-62—900